

The Hongkong Telegraph.

WEATHER FORECAST

DULL

Barometer 29.72

(ESTABLISHED 1884.)

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March 7, 1914. Temperature 6 a.m. 73. 2 p.m. 75.
Humidity " 83. " 88March 5, 1913. Temperature 6 a.m. 58. 2 p.m. 62.
Humidity " 85. " 69.

2786 晚一十月二年寅甲

SATURDAY, MARCH 7, 1914.

六拜禮 號七月金英港

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TELEGRAMS.

MEXICAN AFFAIRS.

MR. BRYAN CONFIDENT.

[Reuter's Service To The "Telegraph."]
London, Received March 6.
Reuter's Washington correspondent says Mr. Bryan, in a conference with the House of Representatives Foreign Affairs Committee, said it was inadvisable to precipitate discussion on Mexico now. The number of outrages had been exaggerated, and he expressed his confidence in General Carranza's investigation into the Benton affair.

PANAMA TOLLS.

AMENDING BILL APPROVED.

London, Received March 7.
Reuter's correspondent at Washington states that the Committee of the House of Representatives has reported favourably, by 17 votes to 4, on the Bill to repeal the exemption clause from the Panama Canal Tolls Act.

BILLIARDS.

The Game Between Gray and Newman.

There is more than one interesting contrast belonging to the match between Gray and Newman, which reached its halfway stage at the Holborn Hall on recently. It is unofficially an international fight. The two boys are temperamental opposites; their methods are delightful counter-schemes; and it is Gray's first match with ivory balls. The point usually made about this is that ivory being "livelier" than crystal or bone, it is more difficult to control, both in stroke and in position. The required grades of angle and strength are difficult. Gray's great scoring stroke is as mechanical as he can make it. So should all strokes be. But why should a mechanical stroke be less possible with a livelier ball? Some people seem to argue as if "livelier" meant "untrue." The great spot breaks were made with ivory, and there seems to be no reason why in time another 2,000 achievement should not be made with them.

The Most Interesting Aspects.

But the match is something more than a mere opportunity for Gray to obtain ivory practice before the championship. It is also an opportunity—his first great opportunity—for Newman to reveal his quality to the world. To my mind the most interesting aspects of the match are Newman's style and capacity and the contrast between his methods and Gray's.

The Australian's execution is fine. He aims with his chin almost touching the cue, as if it were a rifle. You must suppose his mental grasp of the angle previously obtained for a more upright position is very tenacious. He prefers, I should say, strokes of medium or full strength to the more delicate touches. He likes his cue to "go right through." Losing hazards in the middle pockets form the staple of his game, and for these he needs medium strength and a five-eighths ball—not a half ball. Newman's execution is finer, and has more variety.

He has a very delicate judgment of strength, from the fastest steep stroke to the most minute knee-cannon. He makes beautiful screwbacks and masses. I have never seen so delicate a touch since John Roberts.

TELEGRAMS.

THE MEAT STRIKE.

A SETTLEMENT REACHED.

[Reuter's Service To The "Telegraph."]
London, Received March 7.
Reuter's correspondent at Sydney states that the meat strike has been settled, the men resuming at the old rates of pay. The hours are reduced to 49.1-2 per week, and there is to be no victimisation of strikers. The Union pledges itself to make references of further disputes to the Board without the cessation of work.

BRAZIL REVOLT.

ARREST OF OFFICERS.

London, Received March 6.
Reuter's correspondent at Rio de Janeiro states that owing to the revolutionary outbreak two Generals and four officers of the Rio Garrison, as well as two journalists, have been arrested. The Government has ordered the Army and Navy to be ready for every emergency.

Gray's Ideal Position.

Gray's scoring scheme depends on middle pocket losers off the red. This is its backbone. Long losers are only supplementary. His ideal treatment of the red ball is to make it travel straight up and down exactly in the centre of the table. This is the result of his ideal position, namely, the cue ball about half way between the centre and one end of the "D," and the red about midway between the "D," and the middle spot. The stroke oscillates round this form. Of course he never uses side, except when absolutely necessary, and of course the stroke is more or less a run through in order to bring the red straight down. When the white is likely to interfere with the journey of the red he has to manoeuvre the latter, or get the white out of the way. Of this he has made an exact study, and it is one of the most interesting and promising departments of his game. No man has yet made, and probably no man ever will make, big breaks with long losers as the main source of points. Gray himself is not happy when the red fails to come down far enough for the middle pocket.

Newman's Chances.

Newman's scheme of making points depends on all-round play, and more especially on the top-of-the-table game. Of these two in combination (the former filling up the blanks of the latter) I have never seen a finer example than his break of 304 the other night. It was the whole of billiards in one small picture. To see him control the second object ball or bring the whole trio together round to spot was like watching conjuring. With close cannons along the cushion, working the red so as to leave a spot winner, he can probably score as high as any player.

He will probably win this match, even if Gray makes one or two 1,000 breaks. But the fact remains that the top-of-the-table game depends on numerous small breaks, only less so than the all-round game. Spectators like the variety of the latter, but it does not pay. He will win just because Gray's machine is not working at full pressure. Yet from the possibilities of the top-of-the-table game which have already been developed one may prophesy that there is more to come. Newman is the most promising of coming champions. Possibly he may improve the top-of-the-table game in time to a perfection of which we can only dream—A. E. O. in the Manchester Guardian.

TELEGRAMS.

TARIFF REFORM.

UNIONIST INTENTIONS.

[Reuter's Service To The "Telegraph."]
London, Received March 6.
Mr. Austen Chamberlain, speaking in London yesterday evening, said the fears that the Unionist leaders would consent to any further weakening or limitation of the policy of Tariff Reform were groundless. They would not take office except to carry out their pledges to provide a tariff for the purpose of protection and Imperial Preference.

IMPERIAL WIRELESS.

STATION FOR EGYPT.

London, Received March 7.
The Right Hon. Mr. O. Hobhouse, Postmaster General, states that the so-called three way wireless station will be erected in Egypt instead of East Africa. It will be able to communicate with England, a distance of 1,980 miles; India, 2,580 miles; and East Africa, 1,900 miles.

MUSIC AND MEDICINE.

Diagnosis by Tuning Fork.

Some notable work has been done by Dr. James Cantlie, the tropical medicine specialist, (who is well-known in Hongkong) in the use of tuning-forks in the diagnosis of obscure disease-conditions.

Dr. Cantlie found, says the Times, that in certain cases it was exceedingly difficult with an ordinary stethoscope to obtain accurate knowledge of the enlargements of such organs as the liver, spleen, stomach, and heart, more especially where enlargement was accompanied by affection of neighbouring structures.

He discovered that if a tuning fork was set vibrating, and the shaft of the fork placed against the body-wall and moved about a note varying with the density of the organ situated immediately beneath was transmitted to the stethoscope.

"In this way," he says, "the limits of the liver can be gauged with almost hairbreadth precision." The fork used gives out the note C sharp; it has a specially-designed "striker" attachment, so that it need not be removed from position for the purpose of re-vibrating.

Dr. Cantlie in certain cases compared the results of his tuning-fork method with those obtained by means of X-rays, and found that the former were absolutely accurate. He believes that the method can with advantage be used in diagnosing cases of broken ribs and bones generally.

UNCLAIMED TELEGRAMS.

Eastern Extension Company.

Obituary London.
Curling, Peak Hotel, Ipoh.
Goh, Sid, Lisbon.
Gee, Gung, for Lai, Jui, Batavia.
Gaston (Netherlands Bank), Bangkok.
Gawke, Teck, Ipoh, Singapore.
Heng, Singapore.
Heng, Singapore.
Heng, Singapore.
Heng, Singapore.

TELEGRAMS.

MAJOR CONRY KILLED.

OUTLAWRY IN SOUDAN.

[Reuter's Service To The "Telegraph."]
London, Received March 7.
Major James "Lionel" Joyce Conry, D.S.O., has lost his life in an engagement with outlaws in the Sudan.
[The deceased officer, who belonged to the Connaught Rangers, was born in 1873. He entered the Army in 1897, and served in the South African War, being twice wounded and mentioned in despatches on three occasions. For his services he was given the D.S.O. distinction. He also served in the Sudan in 1903, was Adjutant 1st Battalion of the Connaught Rangers in 1903 and was appointed to the Egyptian Army in 1905.]

Linton (Not A. R.), Wilcannia.

Rozario, Oswald, Shanghai.

Sassoon (Not David S. D. or S.) Calcutta.

Senghing (2), Semarang.

Vasco, Manila.

Yee, Yung, Ternate.

Yong, Yee, Singapore.

CHURCH SERVICE.

St. John's Cathedral, Hongkong, 8th March 1914. 2nd Sunday in Lent. Holy Communion 8.05 a.m. Matins, 11 a.m. Responses, Ferial: Venite, Hymns: Psalm, Turler, Benedictus, Hopkins, Elvey and Hopkins; Benedictus, Garret; Hymns, 182, 93 and 188. Evensong (5.45 p.m.). Responses, Ferial: Psalm, Goss, Stainer, and Sooper, Magnificat, and Nunc Dimittis, Goss in A; Anthem, "Behold the Lamb of God" Handel; Hymns, 248 and 277; Miserere, Felton. (10th morning).

Union Church, Kennedy Road, Sunday, March 8th. Morning Service at 10.30 a.m. Hymns, 1, 592, 109, and 625. Evening Service at 6 p.m. Hymns, 317, 252, 158 and 563. Preacher, Rev. J. Kirk Macdonald.

First Church of Christian Scientist, MacDonnell Road. Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

JUDGE RESIGNS.

Mr. Justice Bucknill's Retirement.

Owing to continued ill-health and acting on medical advice, Mr. Justice Bucknill tendered his resignation to the Lord Chancellor last month.

The learned judge, whom the Press Association describes as one of the most popular who has ever sat on the Bench, had more than once announced that he would not continue his duties in the King's Bench Division after he had completed fifteen years' service and become entitled to his pension.

That period was reached on the 6th of last month, but shortly before the Christmas vacation Sir Thomas Bucknill, at the urgent request of the Lord Chief Justice, agreed to stay on for a few weeks and to try matrimonial suits, and thus enable the President of the Divorce Division to gain the Court of Appeal.

TELEGRAMS.

ARRESTED MISSIONARY.

TO BE RELEASED.

[Reuter's Service To The "Telegraph."]
London, Received March 7.
In the House of Commons, Sir Edward Grey stated that the Foreign Secretary had received a message from the Governor of San Salvador to release the Rev. Mr. Bowkell. The message added that the Governor would be held responsible if Mr. Bowkell was detained. A reply has still not been received, the delay being supposed to be due to the cutting of the telegraph wires by the natives.

Serious illness contracted just before the commencement of the Hilary sittings prevented Sir Thomas carrying out that determination, and now he has been compelled entirely to give up his judicial duties.

Mr. Justice Bucknill has discharged all his duties with zeal, ability, and a desire to do absolute justice to every one concerned, and he has won the respect of every one who has appeared before him.

A Lenient Judge.

He has always been what is known as a lenient criminal judge, his sentences never ending on the side of severity, and in one instance only has an appeal from him to the Court of Criminal Appeal succeeded, and that merely in a slight reduction of sentence.

Fortunately the country will not altogether lose his services. It is the custom to swear ex-judges members of the Privy Council, and in this way Sir Thomas Bucknill will be able to sit on the Judicial Committee associated with that body.

This is the second vacancy in the King's Bench Division, Lord Justice Phillimore's place not having yet been filled.

The number of common law judges now stands at sixteen, the same as it was when the Act of 1910 was passed enabling two additional judges to be appointed to meet King's Bench arrears. No such arrears now exist, and it is most improbable that Parliament will be invited, for some time to come, to vote an Address to the Crown to appoint more judges, owing to the state of business in the King's Bench Division.

THE CAPTAIN OF THE AQUITANIA.

Captain William Thomas Turner, a native of Liverpool, has just been appointed to the command of the Cunard vessel Aquitania, which will leave Liverpool on her maiden voyage to New York on June 20.

Captain Turner began his career as a deck boy in the Liverpool sailing ship The White Star, and went round the world, returning home in the "wind-jammer" Queen of the Nations, of which his father was skipper. Since 1877 Captain Turner has been connected with the Cunard Company, and he has commanded a number of the line.

TELEGRAMS.

CHINA UNIVERSITY.

ELEVENTH HOUR APPEAL.

[Reuter's Service To The "Telegraph."]
London, Received March 7.
Lord William Cecil, in a letter to the Times, announces that the Central China University scheme had met with so little approbation that it was on the point of withdrawal, but in view of German action in promoting an Institute in China where young Chinese may become conversant with German engineering and German products, he makes an eleventh hour appeal with a view to preventing England being left in a position of inferiority in competition for China's growing trade.

turn the Aleppo, Carpathia, Ivernia, Umbria, Caronia, Carmania, Lusitania, and Mauretania. He was in command of the Mauretania when she made the round voyage between this country and the United States in just over 12 days, and at the merchant shipping review in the Mersey last July Captain Turner received the King and Queen in the Mauretania and conducted them through the ship.

MONGOLIAN PRISON HORRORS.

Mrs. H. T. Bulstrode delivered a lecture on Mongolia at a meeting of the Royal Asiatic Society and described her travels by caravan with a solitary companion in that country last year. She witnessed a triple execution and photographed the "Living God" as Urga during a religious orgy. Mrs. Bulstrode said that in the prisons of the capital were dungeons in which a number of highly civilized and refined Chinese were shut up for the rest of their lives in heavy, iron-bound wooden coffins, out of which they never moved and in which they could neither sit upright nor lie down. They saw daylight only for a few minutes when their food was thrown into the coffin through a hole four or five inches in diameter twice daily. The Mongolians, she continued, threw their dead on the hillside, where dogs and vultures speedily devoured them. Urga was a city strewn with bones, with hundreds of savage dogs silently gnawing.

Miss Marie Lloyd.

The United States Immigration authorities have carried out their threat of refusing—Miss Marie Lloyd re-admission to the States from Canada. Miss Lloyd recently crossed the border in order to fulfil an engagement at Vancouver. The well-known artist intends to appeal directly to Mr. Bryan, the Secretary of State, against the action of the authorities in excluding her. It is pointed out that after Miss Lloyd's detention at Ellis Island, while travelling with Mr. Bernard Dillon (to whom she was subsequently married) last October, she was permitted to enter the United States under a bond which did not expire until March 4.

Y.M.C.A. Social.

Yesterday evening a social was held at the European Y.M.C.A. Mr. A. S. Kempthorne presiding. There was a good attendance but the committee would have liked to have seen more ladies present. A pleasant evening was enjoyed some of the musical items being keenly appreciated. Those contributing to the programme were:—Mrs. Goodman, Mr. M. D. Silas, Mr. W. B. Cawley, Mr. P. J. West, Mr. A. Relph, Mr. A. J. England, Mr. G. W. Sewell. Mr. J. Snitter noted as an efficient accompanist to a number of the items.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

The Sydney meat strike has been settled.

"White Wolf" is reported to be near the Pehau Railway.

Chinese from five Provinces demand equal participation in the Standard Oil concession.

The Governor of San Salvador has been instructed to release the Rev. Mr. Bowkell.

A settlement has been effected between the Chinese buyers and sellers in Hongkong.

A local Chinese syndicate has in hand building schemes involving an outlay of \$400,000.

The so-called three way wireless station is to be erected in Egypt instead of East Africa.

Major Conry, D.S.O., has been killed in an engagement with outlaws in the Sudan.

Mr. Bryan says the number of outrages in Mexico has been exaggerated.

Mr. Austen Chamberlain says the Unionists will carry out their Tariff Reform pledges.

The Mongols are again approaching Kalgan with fresh supplies of arms and ammunition.

In view of German educational activity, Lord William Cecil makes an eleventh hour appeal for the Central China University scheme.

The Committee of the House of Representatives has reported favourably on the Panama Repeal Bill.

NEWS.

"1889" appears to-day on page 4.

An extra tennis competition is to take place shortly in connection with the Olympic Tennis club.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.

Tuesday March 10.
Furniture Sale, Chatham Road, Mr. G. P. Lammert—2.45 p.m.

Wednesday March 11.
Annual General Meeting—Hongkong Gymkhana Club—5.15 p.m.

Saturday March 14.
Devonian Society Annual Dinner at the Hongkong Hotel.
Royal Hongkong Yacht Club Annual Regatta.

Boxing—Theatre Royal 9.15 p.m.

Thursday March 19.
The China Fire Insurance Co. Ltd., Meeting of Shareholders—Noon.

Hongkong Fire Insurance Co. Ltd. ordinary meeting of shareholders—12.30 p.m.

Saturday March 21.
Y.M.C.A. Annual Concert—Monday March 23.

Meeting of Seafarers and Subscribers of St. John's Cathedral City Hall 4.30.

Wednesday March 25.
Entire close for H.K.O. Tennis Tournament.

Notices

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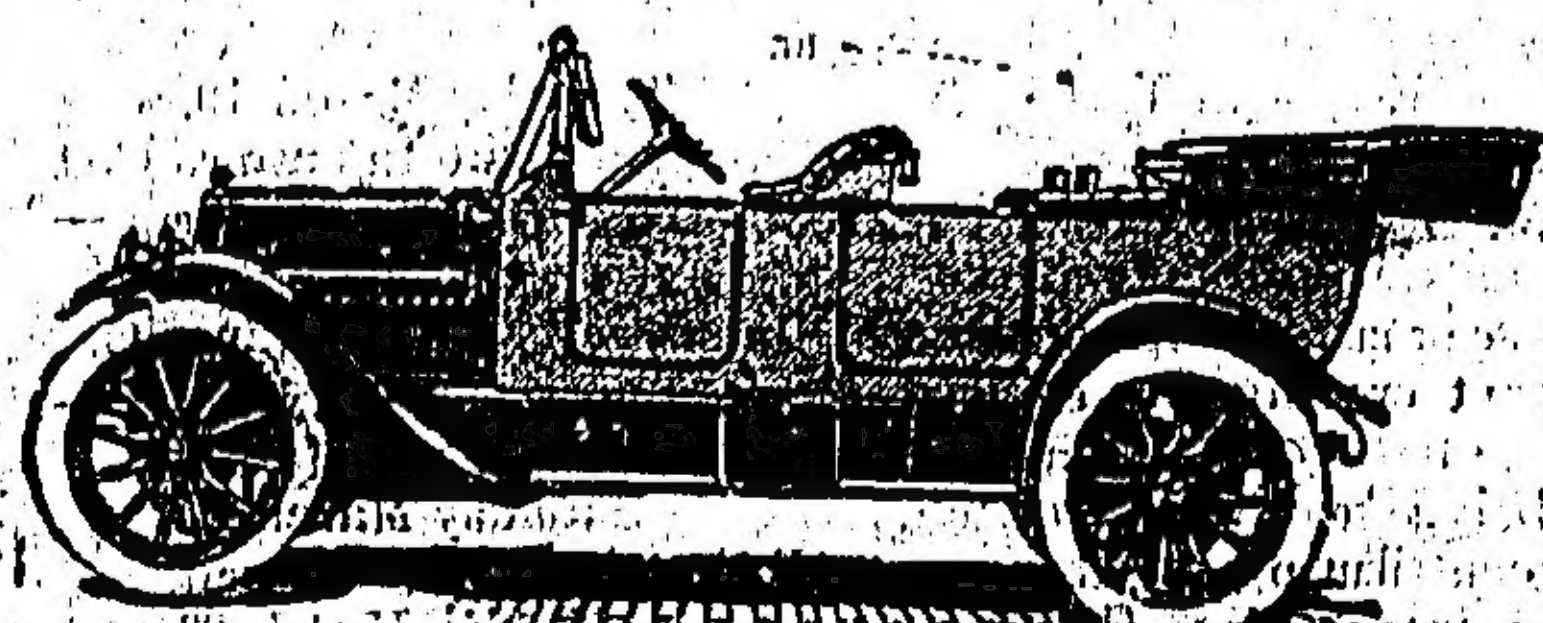
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Hongkong, 16th August, 1901



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Hongkong, 1914, 1915

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South China Morning Post.

The Navy Before Social
Reform.

The fear of European aggro-
sion has forced the Admiralty
Estimates to a figure which is
truly appalling, but it is quite
evident from recent discussion
that there is to be no naval
crisis. The supplementary
vote on the work of the year just
closed has been passed practical-
ly without a hitch and Mr.
Churchill may anticipate with
equanimity the forthcoming de-
bate on the General Estimates.
It is stated that a sum of not less
than £53,000,000 will have to be
found by the Chancellor of the
Exchequer to meet the demands
of the navy. The bill is a heavy
one, far exceeding all previous re-
ords, and making one wonder what
it would amount to if the nation
should have the grave misfortune
to be involved in war. There were
fears that the Chancellor of the
Exchequer would make a "kick"
against parting with so much of
the national revenue for naval
purposes, but these fears have
almost reached the vanishing
point. For the current year the
original estimate was £48,300,000,
but before Parliament rose last
session, Mr. Churchill asked for
and obtained a supplementary
vote of £700,000, which has since
been increased by a further sup-
plementary vote of £2,500,000.

Daily Press.

Irrigation in Australia.

The recent telegrams from
Australia contain promise of
important future developments
in that country. One says that
"irrigation has shown splendid
results in the Murrumbidgee
region." While there has been
no rainfall for six months, the
telegram tells us that the crops
are good, the fruits excellent and
dairying successful. For the
information of those who are not
intimately acquainted with the
great work the Government is
doing in Australia it may be
explained that the great Mur-
rumbidgee undertaking in
New South Wales now
effectively irrigates over 350,000
acres, on which it is stated
there is every prospect of pro-
viding for at least 2,000 settlers
annually during the next ten
years. This huge scheme has
utilized the Murrumbidgee waters
by the erection of a dam at
Burrinjuck nearly equal in size
to that at Assuan on the Nile.
Over five hundred farms have
been taken up already, and dur-
ing the next half-year nearly
twice as many will be ready for
occupation. The three main
divisions of the irrigated area
will be chiefly devoted to mixed
farming, to fruit-growing, and to
dairying, and it is pointed out
that a factor which will weigh
with the settler of small capital
is that easy access is given to
growing markets for commodities
which yield a quick return in
income.

China Mail.

Safety of Life at Sea.

In the course of an article,
based on the recommendations of
the International Conference on
Safety of Human Life at Sea, a
writer in *Engineering* of Jan. 30,
has some pertinent observations
to make. It will be remembered
that at the time of the conclusion
of the Convention's labours we
published a long account of the
recommendations, which, sum-
marised, are that for the safety of
ocean navigation patrols are to be
kept by the United States Govern-
ment in the Atlantic and are to
be paid for internationally. These
will destroy derelicts, and observe
the velocity, set, and variations
of currents, so as to determine
the fundamental conditions which
govern the movements of the ice,
and thereby enable us to predict
them before they have become a
peril. Derelicts and ice must be
reported by masters of ships by
wireless to other ships and land
stations for further transmission.
Prudent seamanship in the vicin-
ity of ice is to be enforced on all
nations by reduction of speed at
night in the vicinity of ice.
Compulsory routes for steamships
have not been established.

For a good solid meal, a la
Carte for Table d'Hôte, with
Wines & Liquors of the Best
ALEXANDRA CAFE.

GENERAL NEWS.

Three Towns Still.

The Local Government Board inquiry, at Plymouth into the amalgamation of the three towns concluded last month. Plymouth's scheme was to annex the adjoining towns of Stonehouse and Devonport; but, though Stonehouse was willing to amalgamate conditionally Devonport, a county borough of almost equal size and population, strongly opposed the scheme. It has, therefore, fallen through.

Official Tour Of Dominions.

Sir Hartmann Jüst, the secretary of the Overseas Dominions Secretariat at the Colonial Office, has left London on a tour of Australia, New Zealand, and Canada. The trip is being made in accordance with an expression of opinion at the last Imperial Conference that much good result from a periodical interchange of visits by officials of the Dominions and the Colonial Office. Sir Charles Lucas made a similar tour in 1909.

Ski-Runners Over Precipice.

Two German skiffrunners, husband and wife, lost their way while crossing a mountain pass on the Col de Balme, and fell over a precipice. The people in the village of Trient heard their cries and succeeded in rescuing the lady alive, though half buried in snow and in a dangerous situation. The husband was found dead with fractured skull.

Roman Finds in the City.

At the Court of Common Council recently a letter was received from Mr. Philip Norman drawing attention to excavation at the site of the old General Post Office, and to the discovery of pot holes containing Roman antiquities. He asked for the assistance of the Corporation in raising a fund towards reopening the holes. It was agreed that the Library Committee should expend a sum not exceeding £50 in reopening the holes.

Prince's Love Match.

The Berliner Tageblatt publishes a message from Copenhagen stating that the King of Denmark, at a Cabinet Council informed the members of the marriage of Prince's Age, adding that the Prince had, himself and his descendants, renounced the title of Royal Highness and Prince of Denmark. He will retain the title of Highness, and the King has bestowed upon him the title of Count of Rodenberg. His wife will be known as Princess Aage and Countess of Rodenberg.

The Tower in 1600.

When the London Museum opens its doors this spring not the least interesting of its many exhibits will be the models of Old London made by Mr. John B. Thorne. His latest (which has been specially constructed for Mr. J. C. Joyce, who is presenting it to the London Museum) represents the Tower of London in the year of 1600. The scale is one-hundredth and covers an area of 150 square feet. Charming in execution and historically accurate down to the very cranes and barges by the river side, the model gives a splendid idea of the strength of the old fortress and the quaintness of its architecture in Tudor times.

£11,000 Error by a Typist.

A typist's mistake which might have cost the Commissioners of Works over £110,000 was mentioned in the Chancery Division recently. The Commissioners had arranged for the building of a post office in Wimpole-street at a cost of £20,000 but a typist in the office, in typing the form of contract with scheduled for the contractors, Mr. William Frederick King who trades as King and Sons, accidentally substituted the words "cubic feet" for "cubic yards." This multiplied the agreed cost by 27, and the Commissioners now applied to the Court asking that the contract should be rectified. If the error was taken for calculation, the £20,000 contract would work out at £133,400. Judgment was entered against the defendant, the rectification asked for being granted.

TO THE SOUTH POLE.

Sir Ernest Shackleton's Expedition.

Sir Ernest Shackleton is now rapidly completing his arrangements for his great Imperial Antarctic Expedition. The famous explorer is a brilliant organizer. Nothing is left to chance, and every detail, even the most minute, is dealt with as if the fate of the expedition depended entirely upon it.

The Ships.

The Polar, renamed the Endurance will be employed on the Weddell Sea side of the Antarctic under the command of Captain J. K. Davis, who is in charge of the Mawson Expedition ship Aurora, now on the return voyage to Australia. The Aurora or Lieutenant Peary's ship Roosevelt will be selected for the Ross Sea side of the Continent. All are fitted with wireless telegraphy.

The Men.

Sir Ernest Shackleton, head of the expedition, aged 39; Mr. Frank Wild, second in command and surveyor, 39; Mr. George Marston, artist and in charge of clothing and sledges, 31; Lieutenant A. E. Macintosh, probably leader of the Ross Sea party, 33; Mr. A. Chestham, third officer on the Weddell Sea ship, 36; Captain Orde Lees, Royal Marines, head of the motor school at Deal, expert Alpine climber and instructor in physical training, 35, who has accepted pending the decision of the Admiralty; Mr. Ernest Joyce, in charge of dogs on Ross Sea side, 39; and Captain J. K. Davis, in command of the Weddell Sea ship.

Interview With Sir Ernest.

"There have been chosen," Sir Ernest Shackleton told a representative of the Pall Mall Gazette, "but there will, of course, be many others. For the scientific staff I have had applications from several members of the Scott expedition, and a number of them will certainly accompany me. Applications have also come from members of Dr. Mawson's present expedition. It is the permission of the Admiralty is obtained, officers and men from the naval side of the Scott expedition will constitute the ship's staff on the Ross Sea. "At the present moment I am engaged with Messrs. Wild and Marston in going through the details of the construction of the motor-sledges and tent equipment. In March we shall go to the north of Norway to try them out. There we hope to find conditions similar to those prevailing in the Antarctic, though with a higher temperature."

"What about dogs?" "I hope to have about a hundred and twenty. Unfortunately they are very expensive now, the best running to £40 each. I shall get them from Alaska, where the best are bred now."

"How many officers of service have you had?"

WARSHIPS SCRAPPED.

The Admiralty have given instructions for the battleship Renown, the light cruiser Flora, and the destroyers Vim, Whiting, Virago, and Taku to be sold out of the Royal Navy, as unfit for further service. The Renown was built in 1905, at a cost of £746,447 and has ceased for some years past to be regarded as of any fighting value. She was built with a displacement of 12,350 tons, and armed with four 10 in. and ten 6 in. guns when first built. She has been used in late years as a yacht for the conveyance of Royal personages. The Flora is a light cruiser of the Astraea class, and was launched at Pembroke in November, 1903. She was recently relieved on the China Station by the cruiser Yarrow, and will pay off at Devonport on January 17. The Vim is one of the Thornycroft destroyers, built at Chiswick about seventeen years ago, and recently returned to England from service in the Mediterranean. The 30-knot destroyers Virago and Whiting were built for the Royal Navy at the works of Messrs Laird Brothers, Birkenhead, and Palmer's Shipbuilding Company respectively, and have been employed for some years on the China Station, where they have been replaced by more modern destroyers. The Taku served in the Chinese Navy as the Soichuan, and was captured at the time of the Boxer rebellion.

"Well over two thousand, and I have given, and continue to give, close personal consideration to every application. That is the least a man has a right to expect when he offers to go with men on such an expedition. Experience and physical condition are the essential qualifications. The most valuable men are those with previous experience, and so far as age is concerned I think thirty and upwards is the best age. There have been cases of older men. Peary was fifty-three at the time of his last expedition. The men enrolled, you will notice, range between thirty and forty-one."

The Loan of Officers.

Sir Ernest Shackleton has recently had interviews with Mr. Churchill and Colonel Seely with regard to the loan of officers and men, and both at the Admiralty and the War Office he has met with every consideration. The War Office has promised valuable help in connection with the aeroplane sledges and all scientific tests that may be required, as well as with the supremely important question of food values. At the offices of the expedition in New Burlington-street piles of skins and woven fabrics have been subjected to the severest tests. The effects of water, snow, freezing, and rough usage are each ascertained by Mr. Marston and Mr. Wild, who are also devoting close attention to

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TO LET.

ROGATE, Austin Road, Kowloon; unfurnished. No. 68 Peak, Mount Kellett, Church Mission Society Bungalow, partly furnished. Cheap rent. No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914. Kellett Crest No. 66 The Peak, from 1st March, 1914, partly furnished. No. 19, Shelley Street. TO LET, till 31st October 1914, No. 64, The Peak, seven rooms and drying room, furnished, including electric fans and telephone. TO LET, No. 5 Mountain View from 1st April 1914. No. 24, Bellio Terrace, from 1st April 1914. No. 55 Elgin Terrace, 6 rooms. No. 12 Beaconfield Arcade, Shop.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Island Lot 1154. "GLENNIE" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alandra Building, Hongkong, 2nd Oct., 1913. [21]

TO LET—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [987]

TO LET—No. 2 Park Road, "Breezy Villa." Airy and comfortable. Garden and Tennis Court. Apply to No. 4, Ripon Terrace, Hongkong, 13th Jan., 1914. [1139]

TO LET—Furnished, "MODREENAGH," No. 21 East, The Peak, from 1st April. Apply to GILMAN & Co., 8a, Des Voeux Road.

TO LET—From 1st May, 1914, No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET—"LA HACIENDA," E., No. 7c, Mount Kellett Road, from 1st April. Apply CHAIER & MODY, No. 9, Queen's Road Central.

TO LET—OFFICES in King's Building. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

the design of the clothing to be worn by the members of the expedition. The main plans are for the decision of the leader of the expedition alone, and when asked if they had undergone any change, Sir Ernest replied "None whatever."

BILLIARDS.

Soldiers Club Tournament.

The concluding games in the watch between 87th R. G. A. and 83rd R. G. A. were played on Thursday evening at the Soldiers' Club, the former winning by 187 points. Gunner Barnett of the 83rd Coy. lost Corp. Brown of the 87th Coy. by 14 points, the

TO LET.

TO LET—FOUR-ROOMED HOUSE in Granville Avenue, Chiswick, Kent. SHOP with DOWN attachment. Kowloon. Lot No. 48 with Wharf. Windsor Lodge, Kimberley Road, Kowloon, 6 rooms and Tennis Court. No. 3, Minden Villas, from 1st April next. Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Building.

TO LET—From April 1st. The First Floor of No. 25, Des Voeux Road, Central. Suitable for offices. Plans can be let separately. Apply—DRAGON CYCLE CO.

WANTED.

WANTED.—House or flat, unfurnished. Three bedrooms: 1st March—"K" c/o "Hongkong Telegraph."

WANTED, PUPILS.—A Professor of Music requires pupils for VIOLIN, CELLO, MANDOLIN, FLUTE, OBOE, CLARINET and BRASS instruments of all kinds. Terms reasonable. Apply EMANUEL VASSALLO, c/o St. Joseph's Church.

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FOR SALE.—Motor Boat 33' length 6' 6" Open boat with awnings. 15-18 H.P. Thornycroft engine. In first class running order and completely fitted. Speed 8 knots. For further particulars, apply MOTOR BOAT, c/o "Hongkong Telegraph."

Notice.



Nothing is more of your consideration than the welfare of your eyes. The trouble that to-day's ailments cause is remedied, if neglected may get beyond single measures. Be on the safe side and have your eyes examined. No charge for this test. N. LAZARUS, OPHTHALMIC OPTICIAN. Tel. 1292. A. D'Aquila

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"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, SATURDAY, MARCH 7, 1914.

POSSIBILITIES IN A NAME.

An item of news in the Home papers arouses a little interest. It came from Brussels and stated that a son had been born to Princess Victor Napoleon, the first direct Bonapartist heir since the Prince Imperial. It is more than forty years since the sun set upon the ruin of the third Empire, and the fact that this baby has been born may not seem strikingly important. The child is not even in the direct line of the great Napoleon but of his younger brother Jerome. Nevertheless the birth of the child will be noted in all the chancelleries of Europe, for the baby is the acknowledged head of the Bonapartes, and that is an important fact.

Despite Napoleon III and Sedan, the Napoleonic legend still persists. That, of course, is not to say that a Napoleon will ever again sit on the throne of France, but it does mean that there are possibilities of this. Given a great name, and an adventure can do much. Napoleon III was a very commonplace person, yet he managed to rule France for nearly twenty years. For his sake, and at his whim, much blood was shed. Austria was humbled in Italy and Russia checked in the Crimea. What he did another may do. The glamour of a great name dazzles men's eyes and rouses in them a trusting loyalty which is beautiful but which often blinds them to the weaknesses of their hero.

Britain had a long-continued example of this in the Stuarts. They were not a good line of Kings, and twice the country decided to have done with them. It cut off the head of Charles I and drove James II from the throne. Yet it restored Charles II and was proud to do so, and it came very near restoring James II. The old pretender might have succeeded. Anne, had he seized his opportunity, George I would not have sat upon the throne. He failed again in the Fifteen Rebellion, but his son came close to victory in the Forty-five. A little less time wasted and a little more resolution, and he would most probably have succeeded. Even after his failure he was followed into exile by numerous Scotch gentlemen who became mere privates in the Scotch brigade. The family which existed in those days is not dead. It still lives, diminished, given a great name. There are possibilities, therefore, in the little baby, now cradled in Brussels, for the name of parts is still a great name with many.

The Railway Station.

The site for the new railway station at Kowloon presents a busy scene these days, preparatory to going on space for the commencement of the actual construction. It was reported some little time back that there might possibly be an official stone-laying ceremony, but the idea would now seem to have been abandoned. It is to be hoped that this is not the case, for the erection of such a magnificent building as this is to be is an event of some importance. The day will come when Kowloon will be the terminus of China's southern trunk of railways, and in view of that fact it would be only fitting and proper that there should be some record visible to all, as a foundation stone would be, of the date of the commencement of work on the Kowloon Station. At Canton the foundation stone was laid with much ceremony, and on occasion was taken to dilate upon the importance of the line, both to British and Chinese trade. We in Hongkong can surely follow suit.

Road Making.

The authorities appear to be experimenting with the premier thoroughfare of Kowloon—Nathan Road. Here and there they are patching it with a very thin layer of gravel and tar, and one wonders why they do not take the whole matter in hand thoroughly. Some of the tar macadamised roads in Kowloon, notably Carnarvon Road, are a credit to the P. W. D., and we cannot see why Nathan Road, over which there is constant traffic, could not be similarly treated. The question of expense may be raised, but we venture to think that in the long run the method suggested would work out cheaper. Heavy rains always cut up this road as it is at present made, and last year it had to be "re-made" no less than three times. That, surely, is false economy.

ATLANTIC FLIGHT.

Londoners to "Week-end" in New York.

New York, February 5.
According to Mr. Glenn H. Curtiss, the manufacturer whom Mr. Wanamaker has commissioned to construct the machine for the flight, the passage over the Atlantic from Newfoundland to the Irish coast, a distance of 1,600 miles, ought to be accomplished between dawn and sunset on one day with the aid of favourable winds.

The waterplane is to have a wing-spread of 80 ft., and is to be driven by a motor of 200 h.p. installed in a boat of torpedo shape located beneath the wings. Two airmen, one of whom will in all probability be Lieutenant Porte, R.N., are to operate the machine, which will carry sufficient petrol to enable them to maintain a continuous flight of 30 hours. In case of accident the boat, which will be capable of withstanding heavy seas, can be instantly detached. A wireless telegraphic equipment will be at the disposal of the airmen, who will depend largely for their knowledge of their location on messages from ships. The Aero Club calculates that with the improved machines of to-day not much risk attaches to the flight, which is not much longer than the flight of about 1,300 miles made in October last by the German airmen, "Victor Stoffer."

Mr. Wanamaker, in a letter to the Aero Club, explains that his idea in financing the attempt is to celebrate the centenary of Anglo-American peace by a worthy feat. He declares that a transatlantic flight, if once made, will be repeated regularly, and declares that a vision of the day when it will be possible to start from New York on Friday reach London on Saturday, spend the week-end there, and return to New York on Monday is no idle dream.—The Times.

DAY BY DAY.

IF ONE LOOKS UPON THE BRIGHT SIDE, IT IS SURE TO BE THE RIGHT SIDE.
AT LEAST THAT'S HOW I'VE FOUND IT AS I'VE JOURNEYED THROUGH EACH DAY.
AND IT'S QUEER HOW SHADOWS VANISH.
AND HOW EASY 'TIS TO BANISH, FROM A BRIGHT SIDE SORT OF NATURE, EVERY DOLEFUL THING AWAY.—Brins.

The Weather.

Lower levels 8 a.m. Temp. 74, dull.
At the Peak 8 a.m. Temp. 61 heavy fog.

The Mails.

American, Canadian and Siberian Mails—Left per s.s. Chiyo Maru at 1 p.m. to-day.
Siberian Mail—Closes per s.s. Chenan at 5 p.m. to-day.
American Mail ex s.s. Manchuria.—Due per s.s. Kumano Maru on Monday.

Doris Leaves.

H. M. S. Doris has left for Nanking.

Dr. Allan Returns.

Dr. J. C. Dalmatoy Allan has returned to the Colony after a holiday.

Volunteer Shoot.

The Engineer Coy. of the Volunteer Corps held their second monthly shoot to-morrow, on King's Park Range at 2.30 p.m.

Hongkong Christian Union.

The weekly meeting of the Hongkong Christian Union will be held at St Paul's College on Sunday next at 5.30 p.m.

Baron Haxthausen.

H. E. Baron von Haxthausen and party who have been to Canton, in the course of a tour of the Southern Ports, are due to return to Hongkong this evening.

Show Case Robbed.

A shopkeeper of 53, Pottinger Street, had his show case robbed in the early hours of the morning of fifteen boxes of cigars valued at \$50.

Coolie's Throat Cut.

The Wanchai Police have sent to the Government Civil Hospital a coolie aged about fifty years, suffering from a cut throat, said to have been self-inflicted.

Clothing Stolen.

A shroff has complained to the police that some time this morning a person entered his house at 29, Queen's Road West and stole twelve articles of clothing valued at \$200.

To Consignees.

Consignees of cargo by the s.s. Assyria are reminded that goods remaining undelivered after to-morrow will be subject to rent, as also will cargo on the s.s. Radnorshire on Monday.

Bishop of Victoria.

The Bishop of Victoria has returned to the Colony by the s.s. San Li from Wuchow. He has recently visited Nanning, the new Capital of Kwongsi, and other places on the West River.

Fresh Salmon.

We have received some fresh Siberian salmon from the Dairy Farm. This delicacy is a rare treat for Hongkong and deserves the attention of everyone who appreciates something good in the way of fish.

Address on Women's Suffrage.

On Monday next at 9 p.m. Mrs. J. L. McPherson will address the Literary and Debating Society of the Y.M.C.A. on Women's Suffrage. Members are asked to make a point of attending. Ladies will be admitted.

Lottery Ticket Charge.

At the Police Court, this morning, Mr. Moore, of Messrs Johnson, Stokes and Master, who defended a Chinese charged with being in possession of lottery tickets, asked for remand and bail. Bail was fixed in \$250, the case to be heard on Wednesday.

Forgery Charge.

At the Police Court, this morning, before Mr. Woolf, a Chinese was remanded on a charge of forging another man's name for the purpose of getting a girl from the Po Leung Kuk. Detective Sergeant Wille has the case in hand.

Trespassers Fined.

The Hon. Mr. H. E. Pollock, K.O., prosecuted four coolies, at the Police Court, this morning, for trespassing on his coolie quarters at his residence, the Peak. Prosecutor said it was very undesirable to have strangers going into the coolie quarters. One defendant who had been previously convicted for being on private quarters, was fined \$3, and the others were \$2 each.

1889.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the Week Ending March 7, 1889.

General Factotum.

March 1.—"The entire responsibility of governing Hongkong will soon rest on the shoulders of that very estimable gentleman the Hon. H. E. Wodehouse O.M.G.—He will be a Colonial Pooh Bah. To-day he resumed command of the Fire Brigade, so that now he is acting Colonial Treasurer, Stipendiary Magistrate, Coroner, and Boss of the Fire Brigade—four paying appointments. He is also a Fire Commissioner and O.M.G.—honorary distinctions."

Green Island Cement Co.

March 2.—In the issue of this date there is a report of "A very informal meeting" of shareholders in the Green Island Cement Company, Limited. Mr. C. Ewens, manager, presided, and the meeting was called to consider the advisability of forming a new company on the same lines, in which the present concern would be merged, but with four times the capital to begin with. The Chairman explained that the present capital was \$250,000, in ten thousand shares of twenty-five dollars each, and the present plant turned out about twenty-five tons of cement daily, or, roughly speaking, four thousand five hundred casks per month. His idea was to lay down plant more than four times as large and increase the output. This would need additional capital and he suggested that the capital be increased to one million dollars in fifty dollar shares, ten thousand of the new shares to be given to present shareholders and the rest to be issued to the public. After discussion, Dr. Noble moved that the goodwill, assets, etc., of the Green Island Cement Company be handed over to the Green Island Cement Company in consideration of \$500,000 worth of shares fully paid up. This was approved, as also was a resolution that the capital of the new company be one million dollars divided into twenty thousand shares of fifty dollars each.

Presentations.

March 2.—"From noon to five to-day the Hon. J. H. Stewart Lockart, Registrar General, stood alongside his desk, blushing violently and listening to encomiums delivered about himself by groups of Chinese residents who had come with various presents to say 'chin-chin' to him previous to his departure for home on his honeymoon." The visitors were introduced by Dr. Ho Kai and various presentations of silk, jewellery and complimentary scrolls were made.

Luzon Sugar Refining Co.

March 2.—The report of the Luzon Sugar Refining Company of 1888, is published in this issue. It stated that an improvement had taken place during the year and although it was still impossible to declare a dividend the balance at debit of working account had been reduced by nearly ten thousand dollars. Further necessary expenditure on property account, however, had increased the amount of the general agents' advances by upwards of fifty thousand dollars.

A Plea for the Docks.

March 4.—"The Hongkong, Canton and Macao Steamboat Company are having a new steamer built. Tenders were invited for the vessel some weeks ago, the specifications showing that a rather larger vessel than the Fatshan was wanted. The dock Company offered to build her for \$253,000 which we believe was the lowest tender, but the contract was placed with a Leith firm, the builders of the Fatshan, at a price when delivered here considerably higher. It would be interesting to know what actuated the directors in placing a large work like this with a home firm when they could get an equally good vessel built under their own supervision just across the water. With the recent additions to the machinery and extensions of the staff at the Docks, the work could have been

BUILDING ACTIVITY.

Big Chinese Scheme in Hand.

At the present moment there is marked activity in building in the Colony, and one Chinese syndicate in particular, in which Sir Chen Tung Liang Chang and Mr. Um Kam-wa are prominently concerned, has in hand a big scheme for the erection of Chinese houses both in Hongkong and across the harbour. The concern is to have a capital of no less than a million dollars, and already it has under way the building of blocks of houses which will involve an expenditure of close on \$400,000.

Recently the syndicate bought a lot of Crown land in Yau-mat at a cost of over \$20,000, and this past week the adjoining lot was also secured at a price of over \$42,000. The big lot of land at the bank of the Water Police Station in Kowloon has also been bought at close on \$90,000, while further land has been secured at Shaukiwan. At present building is in course of erection, or preparations being made therefor, at all these places.

It may be stated that Sir Chen Tung Liang Chang was formerly Chinese Ambassador to Washington and Berlin, and with the father of the late Emperor he was a Special Plenipotentiary to the Kaiser in connection with the Boxer troubles.

just as successfully undertaken and it would give local industry a chance."

Wharf and Godown Co.

March 4.—The report of the Hongkong and Kowloon Wharf and Godown Company Limited for 1888, published in this issue, states that the total receipts for the year were \$202,494.09, and the net profits after paying expenses and all charges, amounted to \$94,255.25. There was available for appropriation \$87,755.25, out of which the payment of a dividend of \$5 per share was recommended, leaving a balance of \$2,755.25, to be carried forward. The report and accounts were approved at the meeting held on March 6.)

Praya Reclamation.

March 6.—At a meeting of the shareholders in the Praya Reclamation, which was held on this date, the Hon. Mr. C. P. Chater, who presided, called attention to the fact that eight months had elapsed since they had last met to consider the terms offered to them by the Colonial Government in connection with the Praya Reclamation scheme in which they, marine lotholders, were so greatly interested. It was resolved unanimously at that meeting to accept the Government conditions as they had been presented to them. However, when they thought the matter was settled, there was further unexpected correspondence. He had come to the conclusion then that the most effective way of completing the negotiations and obtaining an early settlement would be for him to proceed to London personally and to the best of his ability press their claims on the attention of the Imperial Government. This he did and his efforts were not altogether useless or barren. The special objects of the present meeting, were to consider very carefully Lord Kintford's new conditions and to pass a resolution accepting them or not. He had no hesitation in casting his vote with the Government on Lord Kintford's terms so that the work could begin at an early date. Mr. Bell-Irving moved a resolution embodying the suggestions and Mr. Lee Chit seconded, and it was carried with acclamation, the marine lotholders undertaking to find the necessary funds.

China and Manila S.S. Co.

March 7.—The report of the China and Manila Steamship Company, Ltd., appears in this issue. It stated that after writing off \$15,000 for depreciation during 1888 a balance of \$90,844.37 stood at credit of Profit and Loss. It was proposed to deal with this amount by placing \$38,000 to Reserve Fund, paying a dividend of 30 per cent., involving \$52,500, leaving a balance of \$23,344.37 to be carried forward to next year's account.

CHINESE TRADE DISPUTE.

A Settlement Effected at Last.

We understand that the dispute between Chinese buyers and sellers which has been interfering with trade recently has at length been finally settled.

The arrangement so far as rice goes is that sellers will allow buyers a commission to extent of half the difference in the exchange between Canton and Hongkong, plus one per mill, provided the whole allowance does not amount to more than 20 per mill.

On other goods there is to be a fixed allowance of 12.1-2 per mill throughout the year, whatever the exchange may be.

Business is now proceeding on these lines.

1889.

SHARE REPORT.

The quotations which follow are from the "Hongkong Telegraph" for March 7, 1889.

Hongkong and Shanghai Bank.—166 per cent, premium, ex div., sales and buyers.

Union Insurance Society of Canton.—\$115 per share, sellers.

China Traders' Insurance Company.—\$81 per share, sellers.

North China Insurance.—Tls. 290 per share, buyers.

Canton Insurance Company, Ltd.—\$115 per share, sellers.

Yangtze Insurance Association.—Tls. 100 per share.

Chinese Insurance Company.—\$160 per share, sellers.

Hongkong Fire Insurance Company.—\$380 per share, ex div., buyers.

China Fire Insurance Company.—\$85 per share, sellers.

Hongkong and Whampoa Dock Company.—48 per cent, premium, buyers.

Hongkong, Canton and Macao Steamboat Company.—\$227 per share, sellers.

China and Manila Steamship Company.—\$180 per share, sellers.

Hongkong Gas Company.—\$135 per share, sellers.

Hongkong Hotel Company.—\$170 per share, nominal.

Indo-China S.N. Company.—par, sellers.

Douglas Steamship Company.—\$72 per share, buyers.

China Sugar Refining Company, Ltd.—\$200 per share ex div sellers.

Luzon Sugar Refining Company, Ltd.—\$92 per share, sellers.

Hongkong Ice Company.—\$92 per share, sellers.

Hongkong Rope Manufacturing Company, Ltd., \$120 per share, sales.

Hongkong and Kowloon Wharf and Godown Company.—101 per cent, premium, buyers.

Hongkong Dairy Farm Co., Ltd.—12.1-2 per share sellers.

THE "TELEGRAPH" ACROSTIC.

PILLARS.

Imperial Ind and King's Naves.
—About fit for or—King to see!

BARS.

- 1.—And if at last, were fit to plough,
No Lloyd George then could help I throw.
- 2.—A header here a lead would be,
To things amusing you'll agree.
- 3.—I am not this?
But, as you know me all, a plain blunt man,
"That love my friend."
- 4.—Keeps tale of blood on tomahawk and can
Be a most ancient enemy of man.
- 5.—Happy at all times is the joyous mind;
Here with the ending happiness we find.
- 6.—Chatty old doctor, something of a saint,
Now gossips pleasantly of burial quaint.
- 7.—To talking horse we won't demur.
His owner's p'p'ars could wear no spur.
(Answer on Monday)

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, SATURDAY, MARCH 7, 1914.

TELEGRAMS.

BRITISH ENGINEERS.

ENTERTAIN CHINESE OFFICIAL.

[Reuter's Service To The "Telegraph."]

London, Received March 7.
Mr. Chen Chin-tao, the new financial representative of China, was the chief guest at the British Engineers' Association dinner.
Replying to the toast of Anglo-Chinese relations, he emphasised Britain's commercial interest in China's prosperity, expressed gratitude to the Imperial Government for its attitude on the opium trade and dwelt on the uncertainty of the law regarding Anglo-Chinese contracts. He said the final solution was for China to frame her laws and compel adhesion thereto. China was perfectly solvent, but she ought to get the aid of all friendly nations to set her house in order. The near future would be a vast expansion in China.
Sir Walter Langley, Assistant Under Secretary for Foreign Affairs, responding, said he believed Britain was able to supply the Far East with good engineers and other material in the future.

CHARMS AND "WISE" WOMEN.

Mr. E. A. Rawlence, of Salisbury, described to the Dorset Natural History Club some curious superstitions still prevailing in the Blackmore Vale. He told of an auctioneer who was on his way to the dentist to have a tooth extracted, when a farmer friend urged him not to go, but to put his arms round a young oak tree, make a slit in the bark where his fingers met, then pulled out some hair from the back of his head and put it in the slit. The speaker also mentioned the case of a farmer in North Dorset who could not get cured of a twisted foot; he consulted a "wise" woman, who told him he had been overlooked, and gave him some leaves to boil and apply to his foot, and this, he declared, cured him. Some remarkable local folk-lore for boils and warts still existed. One, which had been told him by an old woman in south Dorset, was a most something, rub it on the wart and throw it over the left shoulder, and say nothing.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended February 28, 1914, as certified by the managers of the respective banks are:

Chartered Bank of India, Australia and China.—Notes, \$5,736,658; specie \$2,000,000.
Hongkong and Shanghai Banking Corporation.—Notes, \$20,144,159; specie \$15,500,000.
Mercantile Bank of India, Limited.—Notes, \$1,119,843; specie \$285,000.

Total.—Notes, \$27,000,460; specie, \$18,125,000.

Acting D. P. W.
His Excellency the Governor has been pleased to appoint Mr. Alec Fleming Churchill to act as Director of Public Works, during the absence on leave of the Honourable Mr. William Chatham, C.M.G., with effect from March 3.

Auditors.
Under section 16 of the Companies Amendment Ordinance, 1913, it is notified that in addition to those already notified, the following persons are, in the opinion of the Registrar of Companies, qualified to perform the duties required by the said Ordinance to be performed by an auditor:—Messrs. A. E. Pearson, F. W. Mackie, and W. M. Dempster, all of Yokohama; and Wm. D. S. Henderson of Tientsin.

SPECIAL CABLES.

CHINESE FINANCES.

PUNOS FROM THREE PROVINCES.

(Special Pacific Service to the Telegraph—Router).

Shanghai, Received March 7.
Reuter's correspondent at Peking states that, yesterday the Government received \$4,000,000 from Shansi, Szechuan, and Kiangai.

CHINESE MAGISTERIAL EXAMINATIONS.

OLD OFFICIALS PROVE BEST.

Shanghai, Received March 7.
Two-thirds of the candidates in the Magistrates examination failed to pass the conversation tests. The majority of successful candidates were old Ching officials.

THE JAPANESE CABINET.

TWO NEW MINISTERIAL APPOINTMENTS.

Shanghai, Received March 7.
Reuter's correspondent at Tokyo states that the President of the Lower House, Mr. Ooka, has been appointed Minister for Education, and Dr. Y. Okuda, Minister of Justice.

THE EX-PREMIER'S DEATH.

FOREIGN MEDICAL TESTIMONY.

Shanghai, Received March 7.
Doctors Watt and Bussiere, who attended Chao Ping-chun, the ex-Premier, from February 23 to 27, state that, from various symptoms, they conclude that he died from heart failure, probably in the crisis of angina pectoris. Prince Pu Lun has left for Tientsin to represent the Imperial Family at the funeral.

OPIUM.

New Government Regulations.

The following regulations relative to licensed warehouses for the storage of raw opium have been made by the Governor-in-Council:—

1. Applications for licences shall be made to the Superintendent. Licences shall be in the Form A in the Schedule hereto.
2. The fee for a licence for a licensed warehouse shall be \$250.00 per annum. Fees for licences in respect of a portion of a year only may be received at the rate of one-twelfth of the full fee for each month in respect of any part of which the licence may be issued.

3. No licence shall be issued or renewed until the licensee has entered into a recognizance in the Form B in the Schedule hereto in such penal sum as the Superintendent of Imports and Exports shall direct, secured to the satisfaction of the Superintendent of Imports and Exports.

4. The premises in respect of which a licence is issued may be the whole or part of a building. Such premises must be of substantial structure and capable of being securely closed and locked up for warehousing purposes to the satisfaction of the Superintendent. No structural alterations may be made in any licensed warehouse after the issue of a licence without the authority of the Superintendent being first obtained.

5. No opium shall be brought into and stored in a licensed warehouse except in the chests and packages in which it was imported. Every such chest or package shall be left unbroken and intact, and shall not be opened without the authority in writing of the Superintendent.

6. A licensed warehouse shall be exclusively reserved for the storage of opium and no merchandise other than opium shall be kept in such warehouse.

7. All licensed warehouses shall be closed between the hours of 6 p.m. and 6 a.m. and no opium shall be received or delivered by the licensee during that time except upon the written authority of the Superintendent.

8. All opium shall be stored so as to afford easy access to every chest or packet or parcel in the warehouse; and it shall be lawful for the Superintendent to direct

the importer or his agent to cause opium not properly stowed to be repiled and re-stowed in due and proper position and order.

9. Every licensee shall on demand produce to the Superintendent or to any person authorised in writing by him either generally or for a particular occasion all opium which shall in accordance with any permit issued under the Ordinance be in his possession.

General Warehouse.

The Governor-in-Council has appointed the godowns at Kowloon Point, the property of the Hongkong and Kowloon Wharf and Godown Company, Limited, as a general warehouse for the warehousing of raw opium under the provisions of Section 7 (1) of the Opium Ordinance, 1914.

BOXING IN BERLIN.

The pugilistic renascence manifest in London and Paris leaves Berlin quite unperturbed. Public boxing matches are still under the ban, and likely to remain so. A hardy English pioneer, Mr. Joe Edwards, has been ploughing a lonely furrow for years in an attempt to induce the police authorities to permit exhibitions of the manly art, but all in vain. He has decided now to abandon persuasion and to resort to the means most appropriate to such a crusade—force.

He seeks to exercise it through the Law Courts, and will shortly seek to "enjoin" the police administration from further prohibition of boxing events. They may take place now as club affairs, but under such rigid restrictions that the general public is effectually debarred from participation. The police frown on boxing not only as "immoral," but as "injurious to public health." Several Hohenzollern Princes disagree with this theory, as they are ardent boxers and are doing their best to popularise the sport in the army.

New Council Member.

His Excellency the Governor has been pleased to appoint, provisionally and subject to His Majesty's pleasure, Mr. Alec Fleming Churchill to be a Member of the Executive and Legislative Councils, during the absence on leave of the Honourable Mr. William Chatham, C.M.G., with effect from March 3.

MARKET PRICES.

Hongkong Feb. 26, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime	Mei Lung Pa	lb.	18
Corned, Ham	gau Yuk	lb.	18
Roast, Shiu		lb.	18
Breast, Naga Lam		lb.	12
Soup, Tong Yuk		lb.	15
Steak, Ngau Yuk Pa		lb.	18
do. Sirloin Ootom	Ngau Lau	lb.	23
Sausages, Ngau Chung		lb.	20
Bullock's Brains	Know	par set	10
Tongue fresh, Ngau		each	45
corned, Ham Ngau Li		lb.	55
Head, Ngau Tan		lb.	60
Heart, Ngau Sum		lb.	12
Hump, Salt, Ngau Kin		lb.	15
Feet, Ngau Kaski		lb.	18
Kidneys, Ngau Y		lb.	8
Tail, Ngau Mei		lb.	9
Liver, Ngau Kon		lb.	13
Tripe (undressed), Ngau To		lb.	12
Calves' Head & Feet, Ngau-chai-tau-kark		set	6
Mutton Chop, Yeung Pei Kwat		lb.	25
Leg, Yeung Pei		lb.	25
Shoulder, Yeung Shan		lb.	22
Pigs Chittings, Chu Chong		lb.	27
Brains, Chu Know		per set	27
Feet, Chu Kark		lb.	2
Fry, Chu Chak		lb.	3
Heart, Chu Tau		lb.	3
Kidneys, Chu Yid		pair	10
Liver, Chu Con		lb.	8
Pork Chop, Chu Pai Kwat		lb.	24
Corned, Ham Chu Yuk		lb.	23
Leg, Chu Pe		lb.	24
Fat or Lard, Chu Yau		lb.	30
Sheep Head and Feet, Ye	Tau Kark	set	65
Heart, Yeung Sum		lb.	9
Kidneys, Yeung Yiu		lb.	7
Liver, Yeung Con		lb.	9
Sucking Pigs, To Order	Chu Cha	lb.	25
Suet, Beef, Sang Ngau Yau		lb.	22
Mutton, Sang Yeung Tau		lb.	18
Veal, Ngau Chai Yuk		lb.	25
Sausages, Ngau Chai Chung		lb.	13

POULTRY.

Chicken, Kai Chai	lb.	32
Capons, Large, Small, Sin Kai	lb.	32
Ducks, Ap	lb.	25
Doves, Pan Kan	each	18
Eggs, Hen, Kai Tan	per doz	20
Fowls, Canton, Kai	lb.	38
Hainan, Hoi Nam Kai	lb.	28
Geese, Ngai	lb.	30
Geese, Wild, Shai, Shang-ho Yea Ngai	each	\$800
Musk Deer, Wong Keng	each	85
Hare, Shanghai, Tu Chai	each	85
Partridge, Che Khoo	each	85
Pheasant, Shan Kai	pair	\$1.80
Pigeons, Canton, Pak Kup	each	34
Hothow, Hoi How Pak Kup	lb.	28
Quail, Un-Chun	lb.	16
Rice Birds, Wo Fa Cheul	dozen	24
Snipe, Sa-Choy	each	24
Turkeys, Cook, Phor Kai Kung	lb.	70
Hen, Na	lb.	55
Wild Ducks, Shai, Shang-hoi Sai Ap	lb.	\$1.30
Teal, Sai Ap Chai	lb.	45
Wild Ducks Canton, Sang-Shing Sai Ap	lb.	85

FISH.

Barbel, Ka Yu	lb.	9
Bream, Bin Yu	lb.	17
Canton Fresh Water Fish, Hoi Sin Yu	lb.	17
Carp, Li Yu	lb.	8
Catfish, Ohik Yu	lb.	24
Codfish, Man Yu	lb.	17
Crabs, Hai	lb.	1
Cuttle Fish, Muk Yu	lb.	4
Dab, Sa Mang Yu	lb.	24
Dace, Wong Mei Lun	lb.	15
Dog Fish, Tit Tu Sa	lb.	14
Eels, Congor, Hoi Mann	lb.	10
Fresh water, Tam Sin Yu	lb.	16
Eels, Yellow, Wong Sin	lb.	16
Frogs, Tien Kai	lb.	30
Garoupe, Sek Pan	lb.	32
Gudgeon, Pak Kup Yu	lb.	56
Herrings, Tso Pak	lb.	16
Halibut, Cheung Kwan Kup	lb.	20
Labrus, Wong Fa Yu	lb.	28
Loach, Wu Yu	lb.	18
Lobsters, Lung Ha	lb.	28
Mackerel, Chi Yu	lb.	28
Monk Fish, Mong Yu	lb.	20
Mullet, Chai Yu	lb.	32
Oysters, Sang Hoi	lb.	24
Rayfish, Kai Kung Yu	lb.	20
Perch, Tan Loo	lb.	18
Pike, Fa Paw Poong	lb.	18
Plaice, Pan Yu	lb.	19
Pomfret, Black, Hak Chong	lb.	28
Pomfret, White, Pak Chong	lb.	28
Prawns, Ming Ha	lb.	28
Oy, Pui Pa	lb.	7
Pock Fish, Sik Ka Kung	lb.	16
Roach, Chai Yu	lb.	18

肉食

Salmon, Ma Yan Y	lb.	32
Shark, So Yu	lb.	7
Skate, Po Yu	lb.	8
Striups, Ha	lb.	24
Snapper, Lap Yu	lb.	23
Soles, Tat Sa Yu	lb.	20
Tench, Wan Yu	lb.	18
Turbot, Cho How Yu	lb.	22
Turtles, small, fresh water, Kork Yu	lb.	60
White Bait, Ngau Yu Chai	lb.	—

FRUITS.

Almonds, Hung Yau	lb.	30
Apples (California), Kam San Ping Kho	lb.	20
(Chefoo), Tin Ohun Ping Kho	lb.	—
Small, Hoi Tong	each	—
Custard, Fan Lai Chi	each	—
Bananas, fragrant, Canton, San Shing Heung Chiu	lb.	3
(brides), Macao, San Heung Chiu	lb.	3
Chestnuts, Chinese, Foong Lut	lb.	12
Carambola, Yeung Tse	each	12
Cocoanuts, Yeh Tse	each	12
Lemons, China, Ning Moong	lb.	8
(America), Kam San Ning Moon	lb.	8
Lichees Dried, Lai Chi, small Stone	lb.	30
Fresh	lb.	—
Limes, (Saigon), Sai Kung Ning Moong	each	—
Mango, Manila, Lai Sang Mong	each	—
Mangosteens, San Chuk Tse	doz	—
Oranges, (Canton), San-shing Tin Ching	lb.	5
Sweet	lb.	6
Pears, (American), Kam San Shool Lay	lb.	12
(Canton), Cooking, Sa Lay	lb.	12
Peanuts, Fa Sang	lb.	10
Persimmons Large, Hung Chie	lb.	10
Pine-apples, 1st quality, Poon Ti Paw Law	each	10
2nd, Chung-tang Paw Law	each	8
Plantain, Tai Chai	lb.	—
Plums, Swatow, Hung Lai	lb.	—
Pumelo, Siam, Chiu Lo Yau	each	12
Shanghai, Lo Kwat	lb.	15
Walnuts, Hop Tuo	lb.	15
Green, Sang Hop Tuo	lb.	—
Water Melon, (Am.) Kom San Sai Kwa	each	—
(China) Sai Kwa	each	—
Grapes, Sang Po Tai Tse	lb.	20

VEGETABLES, &c.

Artichokes, Shanghai, Sheng-hoi Ah Ohi	lb.	8
Beans, (French), Macao, Oh Moon Pin Tau	lb.	15
(French) Shanghai, Sheng Hai Pin	lb.	12
Tau	lb.	8
Sprout, Ah Cho	lb.	8
Long, Tau Ko	lb.	8
Best Root, Hung Chai Tau	each	6
Brinjals, Green, Ching Yuan	lb.	8
Red, Hung Ker	lb.	8
Cabbage, Chinese, com, Kai Choy	lb.	12
Cabbage Red, Hung Yea Choy	lb.	12
Cabbage, Shanghai, Yeh Chai	lb.	12
Cane Shoots, bunch, Kau Shun	lb.	12
Cauliflower, Large size, Tai Yeh Chai Fa	each	18
Medium size, Cheung Yeh Chai Fa	each	15
Small size, Sai Yen Chai Fa	each	12
Carrots, Kam Shun	lb.	6
Celery, Chinese, Tong Kan Chai	lb.	8
English, Yeung Kan Chai	lb.	6
Chillies Dried, Gon Lat Chiu	lb.	30
Red, Hung Far Chiu	lb.	15
Green, Ching Lat Chiu	lb.	12
Curry Stuff, English, Kar Lee Chu Lin	lb.	10
Cucumbers, Ching Kwa	lb.	8
Bitter Squash, Fa Kwa	lb.	12
Garlic, Que Tau	lb.	8
Ginger, young, Sun Tse Keung	lb.	8
old, Lo Kaung	lb.	8
Horse Radish, Shanghai, Lik Kan	lb.	15
Indian Corn, Suk Mai	lb.	1
Lettuce, Yeung Sang Chai	lb.	1
Water Chestnuts, Ma Tai	lb.	15
Mandarin, Kwai Lam Ma Tai	lb.	8
Mushrooms, Fresh, Sang Cho Koo	lb.	30
Mush Melon, Amer., Kam-san Hong Kwa	each	—
Okra, com	lb.	12
Onions Bombay, Yeung Chong Tau	lb.	8
Green, Sang Chong	lb.	8
Shanghai, Shang-hoi Chong Tau	lb.	6
Papaya, 1st qual., Tai Man Sau Kwa	each	—
2nd, Chung	each	—
Paraley, Kun Cho	lb.	—
Green Peas, Ching Tau	lb.	15
Potatoes, Sweet, Fan Shu	lb.	1
Shanghai, Shang-hoi Shu Tse	lb.	1
Japan, Yui Poon Shu Tse	lb.	3
American, Fa Ki Shu Tse	lb.	3
Foohow, Foo-chow Shu Tse	lb.	—
Pumpkin, Tong Kwa	lb.	4
Radish, Hung Lo Pak Tse	lb.	6
Rhubarb (Fresh), Tai Wong	lb.	12
Sage, Tse So	lb.	8
Shallots, Gon Ching Tau	lb.	8
Spinach, Yin Chai	lb.	5
Tomatoes, Fan Ker	lb.	5
Taro, Wu Tau	lb.	5
Turnip, Panti, (Long), Lo Pak	lb.	2
English, Yeung Lo Pak	lb.	—
(American), Kam-san Chit Kwa	lb.	3
Water Cress, Sai Yeung Chai	lb.	15
Lily root, Lin Ngau	lb.	6
Yams, Ts Shu	lb.	6

The prices necessarily vary from day to day and the Sanitary Board has no power to compel sellers to sell at the prices quoted.

W. BOWEN-BOWLANDS

Secretary, Sanitary Board

HONGKONG, SATURDAY, MARCH 7, 1914.

A FLIER IN "LONGEVITY"

BY WALLACE IRWIN

INTERNATIONAL INTRIGUES IN CHINESE RAILWAYS

Belgium, French, and Russia
Railway Policies in China.

[The article which follows is taken from the *Far Eastern Review*. It will be read with interest by our readers not only for the wealth of information it contains but also as an example of enterprising journalism. Our readers cannot fail to appreciate the immense amount of labour and research which must have been entailed in the collection of the facts here given.]

Under the title of the "Growth of Belgian Interests in China," the *Far Eastern Review*, in its issue of August, 1913, drew attention to the fact that the signing of the agreement for the construction of a railway longitudinally through Shensi, with an extension to Chengtu, the capital of Szechuan province, coupled with the previously signed agreement for a railway from Lanchow to the sea, brought forcibly to notice the most important development in international enterprise which has taken place in China in recent times. That development was the surprising growth of Belgian interests, combined with the possibility of the co-operation therein of Russian finance or diplomacy, or both. We briefly alluded to the significant connection of Russia with the early participation of Belgian financiers in Chinese railway loans, and after citing instances, concluded the article with the suggestion that "The one thing that is certain is that the loan will not be purely Belgian, and the interesting point to China is: How far does Russia financially or politically participate?"

It interests us peculiarly to see that the importance of this unique advance on the part of Belgium escaped the notice of other publicists until January of this year. The Peking correspondents of *The Times* and the *Daily Telegraph* of London were then prompted to a realisation of it by the statement that the Belgians proposed to establish the seaport of the midland trunk line from Lanchow, (in Kansu Province) at the port of Haimeiting, on the north bank of the Yangtze River, some fifty or sixty miles from Shanghai, instead of at Haichow, as originally suggested—a possibility which was emphasised in the April, 1913, issue of the *Far Eastern Review*.

The correspondent of *The Times* discovered the possibility of a portentous design on the part of Russia as a result of realisation that British preserves in the Yangtze basin had to be trespassed upon, and since his telegram further opens up one of the largest questions which has yet entered the polemical sphere connected with international railway activity in China we reproduce it with the object of using it as the peg upon which to hang argument which it is competent to use to demonstrate the union of purposes and interests which deduction can prove to exist between Belgium, France and Russia in their railway policies in China. *The Times* correspondent says:—

"The belief is current that the Chinese are about to consent to an important alteration in the alignment of the Belgian trunk railway between Lanchow and Haichow. Haichow, proving on examination unsuitable as a port, the Chinese are being pressed to agree to allow the railway, after crossing the Tientsin-Pakow line near the Shuangtung border, to run southward along Kiangsu province to Haimeiting, on the northern bank of the Yangtze, a small port within fifty miles of Shanghai."

"The change involves the construction of a line parallel to the British section of the Tientsin-Pakow, calculated to affect the latter. This aspect of the question, however, is of minor importance compared with the prospect of the establishment of the terminus of what must eventually be the longest railway in China at a new port, actually on the Yangtze within a stone's throw of the greatest emporium for British trade in the Far East. So definite a challenge of

the British position in the Yangtze, following on the recent intrusion of French enterprise at Pukow, provokes lively comment here.

"If the Lanchow-Haichow railway were a purely Belgian concern, its importance might be attached to the present move. But it is well known that Belgian enterprise in China is largely financed by the French while in some quarters it is believed to be supported politically and financially by Russia. The Lanchow-Haichow railway realises a part of a long cherished Russian scheme to build a railway from Russian Turkestan, through Chinese Turkestan, to Lanchow and thence into the heart of China. Should such a line ever be built it will be purely Russian at its western extremity and by reason of Russia's relations with France is liable to become subject throughout to the control of Russia."

"The French are now demanding from the Chinese the sole right to construct a line from Yunnanfu to Chengtu. Significant attaches to this scheme because it involves the linking up of the French Yunnan railway with the other great Belgian project from Chengtu to Tatsung for which the concession was lately obtained. This Belgian scheme is really mainly French, and suspected to be partly Russian, and will inevitably connect hereafter with a Russian trans-Mongolian railway in the north, thereby creating another tremendous steel road based in Russian territory and potentially Russian throughout its length."

"The somewhat fantastic view that Russia under cover of French and Belgian railway enterprise is preparing to swallow the whole of China does not affect the fact that such enterprise is encroaching on British preserves in the Yangtze and endeavouring to acquire exclusive rights in Yunnan and Szechuan despite an Anglo-French agreement to share equally in these regions."

"The Peking correspondent of the *London Daily Telegraph* (Mr. Patman Weale) also telegraphically drew attention to the subject in his usual vigorous style, and in the course of a despatch said:—

"In continuation of my yesterday's telegram regarding Russia's protest against China opening to international trade and residence five cities in Inner Mongolia, the semi-official press to-day makes the significant announcement that the Sino-French Industrial Bank has finally accepted, as security for its \$8,000,000 loan, the signature of which was long ago reported, the Peking city octroi receipts. The bonds will consequently be offered for subscription in Paris and London at the end of February. The bank is paying money to the Chinese Government in half million sterling monthly instalments."

"This means another nail in the coffin enclosing Britain's lost prestige in China. Not only has the policy of Sir Edward Grey in attempting to keep up an impossible monopoly disgusted all British enterprise and made English representatives report home the uselessness of their activities but, in addition, under cover of an embargo on British enterprises, Franco-Belgian agents have secured the richest prizes. By far the most important is the double trunk railway which the Belgian agents, acting for a Franco-Belgo-Russian combination, secured last summer, and which is now being actively built from the extreme north-western part of China to the Yangtze estuary, reaching the sea, not at Haichow, as originally scheduled for the purpose of bluffing, but at Haimeiting, an anchorage on the north bank of the Yangtze, 70 miles from Shanghai, which has already been surveyed."

"This is the point at which Russia will ultimately debouch upon the Yellow Sea unless some Power other than England intervenes."

"From Tatsung, in Shensi, the present limit of the Belgian trunk line to autonomous Mongolia is only a few hundred miles, and the entire strength of Russian diplomacy is therefore concentrated on winning from China a demarcation of the independent Mongolian boundary as far south as possible."

making the construction of the remaining railway links thereby easier.

"The fact that the French Industrial Bank has virtually acquired the port of Pukow and the right of betterment of Wuchang and Hankow with the proceeds of the present loan shows how much has already been done, whilst the recent demand of the French Minister for a railway concession forming one of the last links necessary to make complete the chain of a Franco-Belgo-Russian system, enveloping the whole of China and issuing on to the sea."

"Since the first shots of the Chinese revolution were fired at Wuchang two and a half years ago British policy may best be described as a series of unmitigated mistakes, principally due to championing the cause of a financial combination which has no right to exclusive support, coupled with the steady discouraging of all who could have saved the situation."

"When one looks back and sees how much has already been deliberately lost and how unpromising is the future, the feeling depens that some reckoning should be called for by Parliament and that something should be promptly done."

The *Times* correspondent, unlike his literary confrere, does not express with conviction the view that Russia is the master hand behind the development of Belgian or Franco-Belgian interests in China, though he shows clearly enough that the acquisition of rights by Belgium and France to construct through railway lines which cut China virtually north and south, and east and west stands politically to benefit Russia considerably and to work to the ultimate detriment of Britain. The correspondent of the *Telegraph* is more emphatic. Above all he awakens his people to a sudden realisation of the fact that Russian and French diplomacy has signally triumphed, while that of Great Britain has been anything but successful, and paves the way for the critical investigator to examine, analyse and assemble evidence to show that there may not be so much fantasy as the *Times* correspondent puts it, in the proposition that Russia is a semi-solomonic partner in the extraordinary railway schemes of Belgium and France as the *Times* correspondent is charitably inclined to suppose.

For the purpose of throwing enlightenment upon a very important question, therefore, we propose to suggest the evidence mentioned in the above quoted telegram, doing so, of course, without prejudice, and in an academic manner.

Russia's Aims in the Far East. It is generally conceded that the great aim of Russia in the Far East has long been and is to obtain an ice-free port as an outlet for her immense territories in Siberia and Central Asia. Checked in her designs to find a way through Persia to the Persian Gulf, and forced back in her advance on India, she was compelled to seek the outlet at the eastern end of her great empire at Vladivostok. The history of the Siberian railway, and the concession for the Chinese Eastern Railway through Manchuria is common history, as is also the sequel which gave to Russia the railway from Harbin to Port Arthur and the lease of the Liaotung Peninsula.

The war with Japan, which wrested from Russia the fruits of her diplomatic victory, and compelled her to relinquish the Liaotung Peninsula and the South Manchuria Railway to Japan, and which deprived her of the use of the Chinese Eastern Railway for strategic purposes, compelled her to seek other means to regain her lost position.

Hardly had the ink dried upon the Portsmouth Treaty, than the Russian Government authorized the double-tracking of the Siberian railway and granted the appropriation for the construction of the Amur line. These works have been actively pushed ahead in the last four years, and the Amur line is nearing completion, while the double-tracking of the Siberian railway is about seventy-five per cent. completed.

Many other new lines are projected for the exploitation of Central Asia, some of which have received the sanction of the Government. Vladivostok has been made practically impregnable, but as it lies exposed to Japan it may be wrested from her in another war. As a commercial port, however, it has great disadvantages, for it is open for only half the year and can never serve as an adequate outlet for the great Siberian country and its rapidly expanding trade and industries. Confronted by Japan in South Manchuria, Russia cannot hope to secure a seaport in that direction except through another costly and disastrous war.

In all books dealing with Russian policy in Asia the fact is emphasized that one of her great dreams is an approach to Peking across Mongolia via Kalgan. In the negotiations caused by the signing of the Chin-chow-Aigun railway loan agreement, Russia agreed to withdraw her objection to the construction of that line, and suggested that a railway from Kichikta to Kalgan be built instead. The project for a railway from Kokand (Kojend), the terminus of the Central Asian line, through Kashgar, Hami, Suchoo to Lanchow-fu, in China, has always been aside for Russia to finance and construct, and is looked upon as one of her unquestionable rights.

Russia and the Pukow-Hankow Concession. In 1893, during the "Battle of Concessions" for railways in China, the great desire manifested by Russia was to secure control of a railway from the north which would join with a line from Indo-China, and so establish a through trunk route bisecting China, and under control of the Dual Alliance. Only the constant vigilance and prompt measures of the British Government frustrated these designs at that time. The tension was so great that the British and Russian Governments were constrained to enter into an understanding, which precluded the Russians from seeking railway concessions, trespassing upon the Yangtze valley and Britain from seeking concessions to the north of the Wall.

With this agreement still in force, Russia may not openly take active steps to secure advantages in Central or South China, and can only accomplish her ends through the medium of a third party. This Russia has apparently done by entrusting her interests to others. She has retired into the background, and confided the active work of advancing her political interests to her political ally and her financial agent.

When the Belgians entered into the field for railway concessions in competition with the great Powers, the suspicions of the Chinese seem to have been lulled by the innocent arguments that Belgium was only a small country with no army or navy, and whose only interest was to find an outlet for her manufactures of iron and steel products. The Chinese fully believed these statements, even when the real truth was pointed out to them, and despite all warnings sustained their confidence in the honeyed words of the Belgian promoters.

The British Government, however, appears to have entertained no illusions at that time as to the real character of the Belgian syndicates seeking concessions in China, and clearly saw the hand of Russia in the negotiations for the Peking-Hankow line—a railway which would admit Russia into the Yangtze valley without ostentation, a matter of fact the most powerful supporter of the Belgian syndicate was the then Russian Charge d'Affaires (M. Pavloff) in Peking, and the French Minister.

The then British Minister at Peking, Sir Claude MacDonald, protested vigorously to the Tsungli Yamen (Office of Foreign Affairs) against conceding the Peking-Hankow line to Belgium because of its implied participation in the syndicate against the Tungli Yamen in reply, assured the British Minister that the Russian Bank was not interested in the scheme, and that no agreement admitting the Russo-Chinese Bank to participation would ever receive the Imperial sanction.

Three days after the Chinese Government gave this assurance the Peking-Hankow Railway Agreement was signed with an ostensible Belgian Syndicate. In Article 18 it was stipulated that the Russo-Chinese Bank would be the Agent for the Bonds, and Article 20 provided that the Bank of deposit and the medium for monthly payments.

Here, then, was absolute proof that the Belgian negotiators had either got on the blind side of the Chinese, or that the latter, knowing the facts, had wilfully deceived the British Government. This breach of faith and alight to Great Britain was costly to China. The British Government immediately demanded compensation for the affront, and insisted upon China granting the concessions for the Shanghai-Lanchow-Ningpo, Shanghai-Nanking, Canton-Kowloon, and Pukow-Singayg Railways as the penalty for giving the rights to build the Peking-Hankow line to the Belgians with Russian participation.

So here, at the very outset of the struggle for railway concessions in China, Russia employed her Belgian Agent with success to pull the wool over the eyes of the Chinese Government, to bring discredit upon its high officials, and cause her to lose face with Great Britain.

The Peking-Hankow Loan Agreement is usually accepted as a Belgian enterprise by the Chinese and others unacquainted with the true facts, but French Yellow Book (the official publication of the French Office) in its issue of June, 1900—where it explicitly enumerates the various railway and mining concessions held by French Companies in China—specifically says that the Peking-Hankow concession is Franco-Belgian, and that the line is built and operated for the mutual profit and equal advantage of the French and Belgian parties. The French participation, according to the official French Government report, is 60 per cent, and the Belgian 40 per cent. So here again is absolute proof from the highest possible source that the so-called Belgian loan and concession was in reality 60 per cent, French.

When it is kept in mind that the Russo-Chinese Bank was the official financial institution of the loan in China, and the Russian Charge d'Affaires in Peking was the strongest supporter of the syndicate in forcing the loan, through it becomes apparent that the Russians also had a fair share in the deception to the British Minister.

Some interesting sidelights are thrown on the exact status of the Société d'Etudes de Chemins de Fer en Chine, by reference to various official publications of the British and French Governments. The British Blue Book for 1900, on page 81, reproduces a communication from Sir Charles Scott to the Marquis of Salisbury, dated St. Petersburg, March 23, 1900, which reads as follows:—

"My Lord.—The Belgian Minister referred yesterday to the recent publication of Parliamentary Papers on Affairs in China, said to me that he understood the account of our opposition to the Belgian concession for the Peking-

Hankow Railway, which from what he was told of the correspondence, was based on an entirely mistaken conception of the part which the Russian Government and Russo-Chinese Bank had taken in connection with this concession.

"As he had to deal with all the communications on the question, he was anxious to give me the most solemn assurance, which the Director of the Russian Bank would be able to confirm, that not a single Rouble of Russian money was invested in that concession, and that the Russo-Chinese Bank had no share or interest in it whatever, except having undertaken to act as Bankers for the Belgian Syndicate. It was a purely Belgian undertaking with the object of developing Belgian industry, and the Russian Government had consented to give the Belgian Government its support in obtaining the concession, for the simple reason that a small country like Belgium could have no possible political object in view, and the Russian Government has said that they could on that account more readily support it than if the undertaking had been German, British or French."

The British Foreign Office was, however, apparently not entirely satisfied with these assurances, and in the meantime, the prospectus of the loan was published in Brussels, a copy of which was forwarded to London by the British Minister at Brussels, Sir F. Plunkett.

The prospectus disclosed that the Board of the Société Belge pour l'Etude de Chemins de Fer en Chine was composed half of Belgians and half of Frenchmen, and the two countries would supply each half the employees for the construction of the line, and share the orders in connection with it equally, while of the money lent, 60 per cent, was supplied by the French and 40 per cent, by the Belgians.

Sir F. Plunkett in a communication to Lord Salisbury, dated Brussels, May 8th, 1899, furthermore said:—

"My Lord.—The language held by the Belgian Minister St. Petersburg, reported in Sir Charles Scott's despatch of the 23rd of March, relating to the Belgian concession for the Peking-Hankow railway (forwarded to me by your Lordship) is identical with that generally held to me here.

"Whenever questioned, the Belgian Government authorities all unite in repeating that the money and interests engaged in this concession are mainly bona fide Belgian, and that the reason why the promoters of this concern had employed the Russo-Chinese Bank, was solely because that institution met them in a more friendly spirit than did the English local Banks and commercial magnates, who (they say) sought to exclude the Belgians from participation in the distribution of Chinese Concessions."

It is thus seen that the Belgian authorities all united to uphold the "bona fide Belgian" character of the Syndicate, and justify the connection with the official Russian Bank. The French Government, however, had nothing to conceal, and in the French Yellow Book (China, June October, 1900, pp. 23-27) gives the official French version of the status of the Syndicate as follows:—

"The Société d'Etudes de Chemins de Fer en Chine," a Franco-Belgian syndicate in which the French element is represented by the big financial establishments of Paris and the big metallurgical industries of France, has received a concession of a railway from Peking to Hankow. The two contracts relating to this line, for a loan and for operating, are dated the 20th of June, 1898. The line will have an extension of about 250 kilometers. It is being built and will be operated by the Société d'Etudes de Chemins de Fer en Chine, for the mutual profit and equal advantage of the French and Belgian parties."

"The loan to be floated is 112,500,000 francs. It has been agreed that the French financial share shall be three-fifths, that of Belgium two-fifths. A first issue of 133,000 bonds of 500 francs 5 per cent, was made at Paris and Brussels on April 10, 1899, 226,800 bonds were sub-

scribed for, 100,000 at Paris and 36,800 at Brussels. The product of this first issue was sufficient to build 500 kilometers, of which 300 are in the north and 200 in the south, and which will be soon finished. 150 kilometers in the north are already in operation. The building of the remainder will be done by second issue as soon as circumstances permit of it."

It will be noted that although it was arranged that the Belgians should take 40 per cent, of the loan, the French Government officially declares that the proportion of the first instalment of the loan was only taken up to about 15 per cent, in Brussels, the Paris bankers taking up the balance or 85 per cent.

After reading Sir Charles Scott's letter to Lord Salisbury the question naturally arises: Why was the Russian Government so willing to support a concession for Belgium rather than openly support what it might have known to be a proposition of its political ally? The fact disclosed is irrefutable, and the question again arises, if the disclosure was actually French, why did it select the Russo-Chinese Bank as its agent in China, who the business could have been done through the official French institution (the Banque de l'Indo-Chine)? Did the Russian Government support the syndicate merely for the petty banking profits for the Russo-Chinese Bank on the handling of the funds in China?

With the above official facts clearly established, and the further fact that the Société Belge pour l'Etude de Chemins de Fer en Chine is now an integral part of the Official Russian Group, it would appear that the anxiety of the British Government concerning the actual status of the Syndicate had some real foundation.

The Canton-Hankow Railway Intrigue.

With the control of the Peking-Hankow line securely in the hands of the Franco-Russian-Belgian combination, giving them a line from Peking to the Yangtze, the allies, in view of their original scheme for a through trunk line dividing China and connecting Russia, on the north with her ally in Indo-China, set about to undermine the position of the Americans who at that time held the concession for the line from Canton to Hankow. They had tried hard to secure this concession in competition with the Americans, but had failed, so they then planned to secure control of the American China Development Company by the open purchase of the shares of the Company on the New York stock market. The history of this intrigue, and its success is familiar to all interested in Chinese railway history. The Belgian agents quietly purchased the shares on the open market from the unsuspecting American shareholders, and when they had secured control stock of the stock, assumed the direction of the company and the work in China. The American engineers were discharged, and replaced by Belgians, and the latter undertook the work of construction of the line.

The Chinese became alarmed as they awoke to the fact that the Belgians had become masters of a dangerous situation, and that the control of the through trunk line from Peking to Canton was liable to fall in the hands of the Russians and their French allies. The Chinese, urged by interested parties, demanded the cancellation of the American concession, and although the firm of J.P. Morgan & Company repurchased the shares to regain the control in the hands of Americans, the Chinese insisted on the cancellation as a penalty for the breach of faith and America, deferring to the professed desires of the Chinese to construct the line with their own funds, finally assented to hand the concession back to China, in return for \$6,500,000, which sum the Chinese borrowed from the Hongkong Government and virtually handed over to British interests, the rights surrendered by the Americans.

(To be Continued on Monday)

TO FIRES.

Crippled Fatally Burned.

The fire occupied the attention of the Fire Brigade last evening, one of which was so serious as to involve the whole of one building and the greater portion of another, as well as costing the life of a crippled child.

At about 11.30 p.m. last evening the Fire Brigade, under Deputy Superintendent T. H. King, received a call to 19, Queen's Road East, used as a tea shop, of which Au Ling is manager. When the Brigade reached the premises No. 119 was well alight. In addition to 119 second and third floors of 121 were also used as part of the same tea shop and also were involved. It was recognised at an early stage that there was practically no chance of saving the building, and working from Queen's Road and a side alley, the attention of the Brigade was devoted to confining the conflagration to the premises already involved. This itself was no easy task, for the fierceness of the flames made the building difficult of approach, and also caused the cracking of a huge granite slab used to top the verandah of the third storey of 119. This cracked in the middle and the danger of it falling made work exceptionally risky. However, it cooled and retained its position.

It was known that two coolies were missing but neither of them could be located until Fireman Marks heard moans from the second floor of 121. Climbing to the verandah he heard the moans of someone in agony and calling for help; he investigated and found a coolie, aged about fifty years, who had lost the use of his feet and consequently had been unable to escape. He was badly burned from the waist downwards and when he was brought to the ground was in a semi-conscious condition. He was conveyed to the Government Hospital where he died at about 4.55 a.m. The second coolie was not found and it was thought he had died in the building, but it was afterwards discovered that he had effected his escape soon after the outbreak.

The whole of the premises were gutted and the first ground floors of No. 121 were damaged by water. Damage was done to the extent of about \$8,000. The shop was insured with the Man On Fire Insurance Company, and two others whose names are unknown, for \$8,000.

The origin of the fire is not known.

This was the second call that the Fire Brigade had to answer yesterday, for at 9.45 p.m. they had to attend No. 125, Wing Lok Street. These premises the second floor of which is occupied by Kau Yee Tong, who keeps a medicine shop, took fire on that storey and the brigade succeeded in confining it there. The second floor was gutted and the first and ground floors sustained hurt by water only. The damage, which is estimated at \$1,000, is not covered by insurance.

Paymaster Arrested.

On information received from the Superintendent of Police, Colombo, Inspector F. Hartnett, accompanied by Inspector Gnanaprasanna, on January 27 arrested, at Hotel D'Angelis, Mr. George Harold Coles, Fleet Paymaster, H.M.S. Hampshire, for having left his ship without leave. Mr. Coles sailed by the Palitana. He arrived in Madras on the 26th ult. and took rooms in the Hotel D'Angelis under the name of H. Stewart. When arrested he maintained that he was Mr. Stewart, a gentleman travelling, with the object of sight-seeing and not the gentleman wanted. The Police have wired to the Police authorities at Colombo and to the naval authorities at Bombay, informing them of the arrest and requesting them to send down someone to identify him.

SPECIAL CABLES.

THE OIL CONCESSION.

CHINESE DEMAND FOR EQUAL PARTICIPATION.

(Special Pacific Service to the Telegraph—Reuter).

Peking, Received March 6. A mandate has been issued appointing Hsiung Hsiung as director-general of the oil mines throughout China. Residents in Peking of five provinces have petitioned the President, urging that the Government should demand an equal proportion of the capitalisation in the Standard Oil agreement, so that the Chinese would have an equal number of directors and equal power in the control of the corporation.

"WHITE WOLF"

CONCENTRATING ON PEHAN RAILWAY.

Peking, Received March 6. It is reported that "White Wolf" is at present at Chai-fong, 70 li from the Pehan Railway, with 3,000 men and a further 4,000 men under a trusted leader are within thirty miles.

It is stated that food supplies have been plundered from towns where they are plentiful.

MONGOL ADVANCE.

Peking, Received March 6. The Mongols are again approaching towards Kalgan, and have had a fresh supply of arms and ammunition from Urga.

AMATEUR "SOCCER".

Will it be Revived?

Every good sportsman is heartily glad that the seven years' feud between the Football Association and the Amateur Football Association is finally healed. It remains to reap the rewards of a reconciliation which, to quote the congratulatory message of the Baron de Laveleye, who is president of the Belgian F.A., "has brought into one body all English players of the game." That the Football Association will gain by the renewed adhesion of the University and public-school players cannot be denied. The League clubs have been at times impatient of its control, and of late years the danger of their secession has been more and more apparent. It would be a catastrophe if such a thing came to pass, for there are many good reasons why the most democratic of our national pastimes should be controlled by a single, disinterested governing body.

The professional player, who is almost always a good fellow and a sportsman, is only too glad that football should be controlled by amateurs of the best type; he knows how well the plan has worked out in the case of cricket. It stands to reason, as he rightly thinks, that he is more likely to get fair play from those who follow the game for the game's sake than from persons who look upon point-collecting and gate-money as the chief considerations—persons who, to quote the quaint saying of a veteran professional, "have never in all their lives looked a football in the face."

The Low Standard of Amateur Play.

Perhaps the most serious result of the seven years' feud has been the marked falling-off in the standard of University football and (to a less extent) of public school football. There has been a loss in quantity as well as quality. Last term the writer visited Oxford and, walking in the Parks, found only one "soccer squash" in being on a fine cold afternoon. Ten years ago there would have been three or four of these mass meetings; in the writer's time there would sometimes be 20 players on a side. On the other hand the "High," shortly after lunch-time, had a densely enforested aspect; so numerous were the bearers of crooked clubs on their way to hockey matches. Nobody seemed interested in the milder kind of football; it was impossible to get up a discussion on the prospects of the University XI. A like falling-off in public interest, practical or theoretical, has been observed at Cambridge. The loss of the trial games with professional teams, which were always largely attended and were a source of keen pleasure to all who took part in them especially to the professional, who regarded them as the only "friendlies," really worth while—has been chiefly responsible for the waning of public interest at Oxford and Cambridge as well as for the marked decline in the standard of play.

OPIUM CHARGE.

Arrested on the Wharf.

Before Mr. Wood, at the Police Court, this morning, a Chinese was charged with being in unlawful possession of six taels of opium.

Defendant:—I was sold six taels by "the company." Revenue Officer Wilden said the defendant had six one tael pots and he had said he bought them from one of the licensees—it was Government opium—in Des Voeux Road, and the licensees had strict orders not to sell more than one at a time. It was found that the defendant had not bought the opium there. It was supposed that defendant had got other people to buy one pot at a time for him.

What do you think his object is?—Really to export it to Kongsmoon. He was arrested on the wharf about to go on the steamship.

Were you taking this to Kongsmoon?

Defendant:—I was taking it on board to smoke it on board.

What steamer?—The "On Lee."

What is the value of the stuff?—Revenue Officer Wilden:—\$39 your Worship.

I will give my decision on Monday morning. Bail \$1,000.

The weakness of the Corinthians, who would find it difficult on present form to hold their own with any one of half-a-dozen clubs in the Isthmian League, reflects the shortcomings in a rather painful way: it is terrible to think what would happen to them, what will perhaps happen to them, for their annual match with the champion League side will certainly be revived—in a game with Blackburn Rovers or even with Chelsea. In a year or two, however, a great improvement in the form of the University sides and of the Corinthians will take place, and the time will come again, no doubt when the finished product of the Association-playing public school will follow in the footsteps of S.S. Harris and others and play in the England v. Scotland match, which is, and always has been, the most memorable of the year's encounters.—The Times.

Victoria Theatre.

The great film "Antony and Cleopatra" is still drawing big houses to the Victoria Theatre. There will only be two more opportunities of witnessing the picture—to-night and on Sunday.

Sir Kai Ho-kai.

The Chinese Chamber of Commerce has invited Sir Kai Ho-kai to a dinner in appreciation of his services to the Chinese community during his term as a member of the Legislative Council, that the honour has been regrettably declined on the ground of ill-health.

DAIRY FARM NEWS.

FISH.

FRESH SIBERIAN SALMON,

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KIPPERS,
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TURKISH CIGARETTES

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MAHALLA No: 1

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LAWN TENNIS.

Olympic Club's Competition.

An extra tennis competition is to take place shortly in connection with the Olympic Tennis Club, for gentlemen's singles handicap. The competition is for a prize presented by a visiting member, the second being provided by the club.

Last evening the entrants were handicapped as follows:—A. G. Hewlett, sec. 1; F. Hicks, sec. 15; G. W. Sewell, sec. 15; E. W. Evers, sec. 15; H. E. Stevens, sec. 40; N. G. Peterkin, sec. 15; A. F. Mills, sec. 3-6; W. H. Vivesash, sec. 301-6; G. Wilson, sec. 30; J. C. Clark, sec. 3-6; D. Lambert, sec. 15; G. Perkins, sec. 3-6; R. H. Sinca, sec. 1; Q. S. Macleod, sec. 3-6; D. A. Macleod, sec. 3-6; R. Hall, sec. 15; A. G. Macdonald, sec. 15; J. Smith, sec. 15 3-6; P. Mathieson, sec. 15; W. S. Batcock, sec. 15; F. Haigh, sec. 15; G. A. Hancock, sec. 30 3-6; W. A. Donaldson, sec. 15.

The draw for the first round resulted as follows:—

Middleton V. Lambert; Mills V. Donaldson; Macdonald V. Clark; Hicks V. Peterkin; Wilson V. Sewell; West V. Haigh; Batcock V. Smith; Hewlett V. Hancock.

The following have received byes into the second round:—Hall V. Vivesash; Mathieson V. Evers; Perkins V. Stevens; Sinca V. Macleod.

CZAR AND BOY CONDUCTOR.

St. Petersburg, Feb. 1

At the Tsarskoe Selo Palace this afternoon the Czar, the Czarévitch, the Imperial daughters, and other members of the Imperial Family were present at a "command" performance given by the Italian child conductor, Willy Ferrero, 7½ years old, who conducted the Imperial orchestra of over 80 musicians. The Czar chose the following programme:—The overture from Tannhäuser, the "Danse of Anitra" from Grieg, and the "Fandango" of Bizet. His Majesty subsequently asked to hear a piece which Ferrero had not yet rehearsed with the orchestra, and the "Boccherini" Minuet was selected. After the

THE AUSTRALIAN MAIL SERVICE.

The decision of the Norddeutscher Lloyd to withdraw its mail ships from the Australian service synchronizes with the withdrawal of the mail ships of the Messageries Maritimes from the same route. These companies are the leading German and French lines at present engaged in the trade.

In accordance with the terms of a new contract with the French Government, the French monthly service of mail steamers will be supplanted by a monthly service of "intermediate" steamers. The route also will be changed.

From the beginning of August steamers of the intermediate class will proceed, after leaving Colombo, to Singapore and Batavia, Java, and then pass through Torres Straits to the New Hebrides, Caledonia, and Brisbane and Sydney. The passenger accommodation is likely to be strictly limited.

first few bars the conductor stooped the orchestra and insisted on greater contrast between the forte and pianissimo passages. He even sang it as he desired it to be played. At the end of the concert the Czar introduced Ferrero to the Czarévitch, and the two boys shook hands.

The Czar finally asked Ferrero his opinion of the orchestra, and the boy replied: "I think it is splendid, sire." His Majesty was greatly amused.—The Times.

Motor Boats for the Navy. The Secretary of the Royal Automobile Club, in his weekly report, states that the Admiralty have provisionally placed orders for the construction of 20 motor-boats for use in the Navy. It is anticipated, he adds, that steam pinnaces will eventually be entirely supplanted by motor-boats for naval use.

To-day's Advertisement

TO LET.

TO LET for six months from April 15th next, furnished four roomed house in Wanohai Road. Electric light and fans throughout. Nominal rental. "B" of Hongkong Telegraph.

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FOR GENTLEMEN:—

THE "SAXONE."

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IN VARIOUS STYLES & SIZES.

NEW & UP TO DATE STOCKS.

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LARGE SELECTION OF

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Do You Ever Pause To Consider The Hidden Danger In The Water?

HAS A CHARM

OF ITS OWN

WHICH HAS

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SOLE AGENTS.

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Tel. No. 135, 6, Queen's Road Central, Hongkong.

Many Serious Illnesses will be avoided if you drink WILKINSON'S TANSAN. As no Impurities can get to Tansan.

Shipping

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship

TIENTSIN via Swatow. Cheongshing* Sun., 8th Mar. at daylight

YAMA, Kobe & Moji. Yatsing* Sun., 8th Mar. at daylight

SPONG, Pang & Cotta. Laisang* Tues., 10th Mar. at 2 p.m.

SHANGHAI. Kwongsang* Wed., 11th Mar. at daylight

SHANGHAI. Wosang* Wed., 11th Mar. at daylight

SHANGHAI. Choysang* Thurs., 12th Mar. at daylight

MANILA. Loongsang* Sat., 14th Mar. at 2 p.m.

Return Tours to Japan (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsing," and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai. These vessels have all modern improvements and are fitted throughout with electric light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin, Dahn, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing

LONDON & ANTWERP. Den of Airle 12th Mar.

LONDON & ANTWERP. Merlonethshire 8th April.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA VVER STEL. Radnorshire 7th Mar.

VICTORIA VVER STEL. Den of Ruthven 5th April.

VICTORIA VVER STEL. Tacoma & Pland. Glenloch 3rd May.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. Fullala, 1,154 tons gross, Capt. H. F. Minett, R.N.R. will be despatched for Kobe, Moji, and Yokohama on the 22nd Feb. at daylight taking cargo and Passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD

& ENGINEERING Co. OF

HONGKONG, Ltd.

TAIKOO DOCKYARD,

HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,

FORGE-MASTERS, BRASS & IRON FOUNDERS, CONS.

TRUCTIONAL ELECTRICAL & MECHANICAL

ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of

Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 ton

displacement, providing conditions for painting ships with most

efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-

HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,

Rivets, etc.

AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.B. type Motor and Reserve Gear.

B.H.P. Paraffin 70' Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of

11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND HONGKONG AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.
EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
M'les, Havre, R'dam & Hamburg	Bermuda	H. A. L.	8, Mar.
London and Antwerp	Den of Airle	J. M. Co.	8, Mar.
Marseilles, via Ports	Nera	M. M.	10, Mar.
R'dam and Bremen/H'burg	Mark	N. D. L.	10, Mar.
M'les, L'don, A'werp via S'pore, etc.	Hirano M.	N. Y. K.	11, Mar.
Havre, Emden and Hamburg	Spezia	H. A. L.	14, Mar.
Trieste, via Singapore, Penang,			
Colombo, etc.			
Bremen, Hamburg & A'werp.	Africa	S. W. Co.	15, Mar.
Marseilles, R'dam & Hamburg	Senegambia	H. A. L.	17, Mar.
Marseilles via Ports	Sachsen	H. A. L.	23, Mar.
Havre, Emden and Hamburg	Australien	M. M.	24, Mar.
Bremen	Scandia	H. A. L.	28, Mar.
London via Plymouth	Goettingen	N. D. L.	28, Mar.
Havre, Emden and H'burg	Glenlogan	S. T. Co.	31, Mar.
Bremen			
Dunkirk, R'dam & Hamburg	Tuebingen	N. D. L.	E. of M.
Havre, Emden & Hamburg	Aragonia	N. D. L.	3, Apr.
T'pore, Fiume V'ce, via S'pore etc.	Assyria	H. A. L.	4, Apr.
Marseilles via Ports	Austria	S. W. Co.	6, Apr.
Havre, Emden & Hamburg	Chili	M. M.	7, Apr.
Marseilles, Antwerp, R'dam	Alesia	H. A. L.	8, Apr.
Bremen/H'burg	Bayern	H. A. L.	23, Apr.
Havre, Emden & Hamburg/B'men	Lothringen	N. D. L.	M. of Apr.
Havre & Hamburg	Thuringen	N. D. L.	3, Apr.
Marseilles via Ports	Brigavia	H. A. L.	6, May
Havre, Dunkirk, Emden and	Dumbea	M. M.	19, May
Hamburg/Bremen	Gernia	N. D. L.	5, of May

NEW YORK SAN FRANCISCO AND CANADA.

Victoria, V'v'er S'tle T. & P.	Radnorshire	J. M. Co.	8, Mar.
Boston and New York	Indraado	J. M. Co.	10, Mar.
Victoria, B.C., & Seattle via			
Shanghai, etc.	Sado M.	N. Y. K.	10, Mar.
San F'co via Manila & Japan & Co.	China	P. M. Co.	14, Mar.
London, via Usual Ports of Call	India	P. & O.	14, Mar.
V'toria, V'v'er, S'tle & P. (Or)	Suedmark	H. A. L.	18, Mar.
London & A'werp via S'pore etc.	Nile	P. & O.	18, Mar.
Vancouver via S'hai and Japan	E. of Russia	C. P. R.	19, Mar.
V'toria, B.C., T'm via Japan & Co.	Seattle M.	O. S. K.	21, Mar.
San F'co via S'hai & Japan & Co.	Manchuria	P. M. Co.	21, Mar.
San Francisco and San Pedro	R. Dollar	R. D. Co.	31, Mar.
V'toria, B.C., & T'm via S'hai & Co.	Mexico M.	O. S. K.	1, Apr.
Van suer via S'hai and Japan	E. of India	C. P. R.	2, Apr.
Francisco, via Shanghai, M'la,			
Japan and Honolulu	Tenyo M.	T. K. K.	4, Apr.
Mexican, Peruvian and Chile			
Ports via Japan	Seiyo M.	T. K. K.	4, Apr.
New York	Atholl	D. L. Co.	4, Apr.
Victoria, Vancouver Seattle,	Den of	J. M. Co.	5, Apr.
Tacoma & Portland	Ruthven	C. P. R.	8, Apr.
Vancouver via S'hai, Japan etc.	Hoerde	H. A. L.	14, Apr.
Victoria, V'v'er, S'tle & P. (Or)	Llei-t	M. & Co.	18, Mar.
N'les, C'oa, A'rs, Lisbon S'hai & Co.	E. of Asia	C. P. R.	16, Apr.
Vancouver via S'hai and Japan	H'kong M.	T. K. K.	25, Apr.
San F'co via S'hai & Japan & Co.	M. S. Dollar	R. D. Co.	28, Apr.
San Francisco and San Pedro	Shinyo M.	T. K. K.	29, Apr.
San F'co via S'hai & Japan & Co.	Glenloch	J. M. Co.	3, May

AUSTRALIA.

Australian Ports via Manila	Kumano M.	N. Y. K.	11, Mar.
Australian Ports via Manila	St. Albans	G. L. Co.	20, Mar.
Australian Ports via Manila	Coburn	M. Co.	21, Mar.
Australia	Changsha	B. & S.	24, Mar.
Australian Ports via Manila	Eastern	G. L. Co.	9, Apr.
Australia	Aldenhay	G. L. Co.	1, May
Aust alia	Empire	G. L. Co.	29, May

SINGAPORE, COAST

Shanghai, Y'hama, Kobe & Moji	Yeddo	N. A. Co.	B. of Mar.
Jesselton, Kudat & Sandakan	Borneo	M. Co.	8, Mar.
Bombay via S'pore Port S'hai,			
Penang & Colombo			
Tientsin	Luzon M.	O. S. K.	8, Mar.
Shanghai	Cheongshing	J. M. Co.	8, Mar.
Swatow	Kwongsang	J. M. Co.	8, Mar.
Shanghai, Kobe & Y'hama	Haimun	D. L. Co.	8, Mar.
Shanghai, Kobe & Yokohama	Chili	M. M.	9, Mar.
Shanghai	Anazone	M. M.	9, Mar.
Swatow, Amoy and Foochow	Liangchow	B. & S.	10, Mar.
Manila, Cebu & Iloilo	Haiyang	D. L. Co.	10, Mar.
Shanghai	Taming	B. & S.	10, Mar.
Nagasaki, Kobe & Yokohama	Wosang	J. M. Co.	10, Mar.
Kobe and Yokohama	Tango M.	N. Y. K.	11, Mar.
Shanghai, Moji and Kobe	Kashima M.	N. Y. K.	11, Mar.
Foochow via Swatow & Amoy	Penang M.	N. Y. K.	11, Mar.
Shanghai	Kajio M.	O. S. K.	11, Mar.
Shanghai	Devanah	P. & O.	12, Mar.
Shanghai	Luchow	B. & S.	12, Mar.
Singapore, Penang and Calcutta	G. Apar	D. S. Co.	12, Mar.
Shanghai, Moji, Kobe & Y'hama	Kanagawa M.	N. Y. K.	13, Mar.
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. & Co.	13, Mar.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	13, Mar.
Manila	Loongsang	J. M. Co.	14, Mar.
Shanghai, Kobe and Yokohama	Hoerde	H. A. L.	17, Mar.
Shanghai, Kobe and Yokohama	Soudmart	H. A. L.	18, Mar.
S'hai, Nagasaki, Kobe & Moji	A. Apoor	A. N. Co.	21, Mar.
Shanghai, Y'hama, Kobe & Moji	Peking	S. T. Co.	21, Mar.
Manila, Mangarin, Cebu & Iloilo	Zafiro	S. T. Co.	23, Mar.
Shanghai, Kobe and Yokohama	Alantique	M. M.	23, Mar.
Shanghai, Kobe and Yokohama	Brigavia	H. A. L.	27, Mar.
Shanghai, Kobe and Yokohama	Koerber	S. W. Co.	1, Apr.
Shanghai, Kobe and Yokohama	Persia	H. A. L.	2, Apr.
Shanghai, Kobe and Yokohama	Uckermark	H. A. L.	5, Apr.
Shanghai, Kobe and Yokohama	Paul Lecat	M. M.	5, Apr.
Shanghai, Kobe and Yokohama	Sambha	H. A. L.	25, Apr.
Shanghai, Kobe and Yokohama	W'berg	H. A. L.	1, May
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	11, May
Shanghai, Kobe and Yokohama	Frisia	H. A. L.	21, May
Shanghai, Kobe and Yokohama	Tjibodas	J. C. J. L.	29, May
Japan			Q. desp.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For.	Vessels.
Swatow	Paklat
Swatow	Dagi Maru
Swatow	Haimun
Hoibow	Mahlilde

DEPART ON MONDAY.

From.	Vessels.
Swatow	Hulchow

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From.	Vessels.
Moji	Footsang
Sourabaya	Banri Maru

ARRIVE ON MONDAY.

From.	Vessels.
Yokohama	Kumano Maru
Kobe	Hirao Maru
Manila	Tango Maru
Pacific	Den of Airle
Singapore	Kashima Maru

CANADIAN MAIL.

The C.P.R. s.s. MONTEAGLE was 900 miles from Yokohama on the 4th inst. at midnight and is due to arrive Yokohama on the 8th inst. at 5 a.m. will leave Yokohama on the 8th inst. at noon.

AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN from Sydney etc., left Port Darwin (via Timor and Manila) for this port on the 1st inst. and may be expected to arrive here on or about 14th inst.

The N. Y. K. s.s. TANGO MARU (Australian Line) left Thurs. Island for this port via Manila on the 25th Feb. and is expected here on the 9th March.

AMERICAN MAIL.

The s.s. MANCHURIA sailed from Yokohama for Hongkong via Manila, March 3. The United States mail has been transferred to the Nippon Yusen Kaisha's s.s. KUMANO MARU which is due to arrive at Hongkong March 8.

The N. Y. K. s.s. CHINA will sail from Hongkong on the 14th inst. at noon via Manila, Nagasaki, Kobe, Yokohama and Honolulu, for San Francisco.

GERMAN MAIL.

The G. M. s.s. PRINZ LUDWIG which left here on the 3rd inst. at 5 p.m. arrived at Genoa on the 3rd inst. at 5 p.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. KASHIMA MARU (European Line) left London for this port via ports on the 31st January, and is expected here on the 11th March.

The N. Y. K. s.s. YOKOHAMA MARU (American Line) left Seattle for this port via ports on the 10th inst. and is expected here on the 15th March.

The N. Y. K. s.s. KAGA s.s. (European Line) left London for this port via ports on the 23rd Feb. and is expected here on the 3rd April.

The N. Y. K. s.s. KANAGAWA MARU (Calcutta Line) left Calcutta for this port via ports on the 23rd Feb. and is expected here on the 14th inst.

The N. Y. K. s.s. HIRANO MARU (European Line) left Kobe for this port via ports on the 21st Feb. and is expected here on the 9th March.

The N. Y. K. s.s. KUMANO MARU (Bomby Line) left Bombay for this port on the 22nd Feb. and is expected here on the 11th inst.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Manila for this port via ports on the 21st Feb. and is expected here on the 25th inst.

The N. Y. K. s.s. INABA MARU (Bomby Line) left Bombay for this port on the 1st inst. and is expected here on the 19th inst.

The s.s. SATSUMA (of the Barber Line) sailed from New York on 14th Jan. and is due to arrive here on or about 14th inst.

The H. A. L. s.s. BERMUDA left Shanghai on the 6th inst. a.m. and may be expected here on or about the 14th inst. a.m.

TIDE TABLE.

2nd Mar., to 8th 1914.

Time	High Water	Low Water	High Water	Low Water
1st Mar.	11 54	5 54	11 54	5 54
2nd Mar.	12 04	6 04	12 04	6 04
3rd Mar.	12 14	6 14	12 14	6 14
4th Mar.	12 24	6 24	12 24	6 24
5th Mar.	12 34	6 34	12 34	6 34
6th Mar.	12 44	6 44	12 44	6 44
7th Mar.	12 54	6 54	12 54	6 54
8th Mar.	1 04	7 04	1 04	7 04

m morning, a afternoon.

To Sail

THE "INDRA" LINE LTD.
FOR BOSTON & NEW YORK
with liberty to call at Malabar Coast)

THE Steamship

"INDRADEO"

Captain T. R. Evans, will be despatched as above on 14th March. This steamer has excellent accommodation for a limited number of saloon passengers. For freight and passage apply to:

JARDINE, MATHESON & CO., LTD.
Agents.
Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 12th Feb., 1914.

Regular Steamship Service
Proposed Sailing from Hongkong
For NEW YORK.

s.s. "Athol" } on or about
} April, 4.

For Freight and further information apply to
JODWELL & CO., LTD.
Agents
Hongkong 12th Jan., 1914. 197

"GLEN LINE"
(McGREGOR, GOW & Co.) Ltd.

s.s. "GLENFARC"

(Capt. H. J. Henderson)
for Hamburg London Rotterdam & Antwerp.

The above steamer will be despatched for the ports named, on 6th March, 1914.

For London Hull & Antwerp
The s.s. "GLENLOCAN"
(Capt. Jas. McGregor)

will be despatched for the above ports on or about the 26th April, 1914.

Saloon passage Hongkong/London 240.

For Freight or passage, apply to
SHEWAN TOMES & Co.,
Agents.
Hongkong, 4th March, 1914. 160

DOLLAR
STEAMSHIP LINE.

Proposed sailings for SAN FRANCISCO, & SAN PEDRO.

s.s. "ROBERT" } 31st Mar.
} 1914.

s.s. "M.S." } 28th April
} 1914.

Connection made with Salt Lake Railway at San Pedro for OVERLAND points. For rates, space and further particulars apply to

THE ROBERT DOLLAR CO.,
V. M. SMITH,
Manager.
Tel. 792. 3, Queen's Building.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS
PROVISION & COAL
MERCHANTS

Hongkong, 3rd October, 1913.

TO-DAY'S SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1913. Highest	1913. Lowest	1914. Highest, week ending Mar. 7.	1914. Lowest, week ending Mar. 7.	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$815	120,000	\$125	all	835 Jan.	790 Aug.	815	810	{ £2 & 5/- bonus at ex. 1/11 3/16 equal to £23.28 for 1/2 year ending 31/12/13
Marine Insurances.									
Canton Insurance Office, Ltd.	323	10,000	\$250	60	349 Oct.	270 Jan.	323	323	{ £13 for 1912
North China Ins. Co., Ltd.	139	10,000	\$15	5	137 1/2 Aug.	131 Jan.	139	139	{ Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of C'lon, Ltd.	845	12,400	\$250	100	845 April	784 Sept.	845	845	{ Final of \$20 making \$50 for 1911 and Interim of \$30 for 1912
Yangtze Ins. Assoc. Ltd.	200	12,000	\$100	60	200 April	185 June	200	200	{ Final of \$12 mak. \$15 for 1911 & Int. of \$3 for 1912
Fire Insurances.									
China Fire Ins. Co., Ltd.	157 1/2	20,000	\$100	20	161 1/2 Dec.	146 May	157 1/2	155	{ \$10 for 1911
H'kong Fire Ins. Co., Ltd.	395	8,000	\$250	50	385 Jan.	354 May	395	395	{ \$27 for 1911
Shipping.									
China & Manila S.S. Co., Ltd.	88	30,000	\$25	all	11 1/2 June.	7 1/2 Oct.	9	8	{ \$1 for 1906
Douglas Steamship Co., Ltd.	35	20,000	\$50	all	42 May	30 Oct.	35	34	{ \$2.50 for year end'g 30/6/13
Hongkong, C. & M.S.S. Co., Ltd.	281	80,000	\$10	all	29 1/2 Aug.	27 April	281	271	{ Interim of \$1 for half year end'g 30/6/13
Indo-China Steam Navigation Co., Ltd.	173	{ 60,000 £5 } { 60,000 £1 }	all	99 April	75 Aug.	75	73	73	{ 6 p.c. for year 1912 on preferred shares
Shell Transport & Trading Co., Ltd.	102 1/2	2,500,000	£1	all	11 1/2 April	98/6 Oct.	103 1/2	101 1/2	{ Interim of 1/- making 2/- for 1913 Coupon No. 21.
Star Ferry Company, Ltd.	49	40,000	\$10	all	58 Oct.	32 1/2 Jan.	49	48 1/2	{ \$2 on 10,000 shares 1st issue
Refineries.									
China Sugar Refining Co., Ltd.	96	20,000	\$100	all	112 Jan.	92 1/2 Aug.	96	94	{ \$3 for 1912
Luzon Sugar Refining Co., Ltd.	30	7,000	\$100	all	40 Jan.	30 Dec.	31	30	{ \$3 for 1907
Mining.									
Kailan Mining Adm'n'tion.	40/6	1,000,000	£1	all	37 1/2 Dec.	30 1/2 July	40/6	40/6	{ Final of 1/2 Coupon No. 2 making 8% for year ending 30/6/13
Raub Australian Gold Mining Co., Ltd.	3	200,000	£1	all	4 1/2 Jan.	3 Aug.	3	3	{ 1/2 for 1909
Trench Mines Ltd.	35/6	160,000	£1	all	86 1/2 Feb.	38 1/2 Dec.	36 1/2	33 1/2	{ 1/- mak. 7/6 a/c. 1913
Docks, Wharves and Godowns &c.									
Hongkong & K.W. & G. Co., Ltd.	84 bxdv	60,000	\$50	all	99 July	74 Mar.	86	8 1/2	{ \$3.50 for year 1913
H'kong & W'poo Co., Ltd.	87 1/2	50,000	\$50	all	90 June	56 Jan.	75	7 1/2	{ \$1 final dividend for year 1911
S'hai Dock & Eng. Co., Ltd.	55	55,700	£100	all	72 Jan.	51 July	55	55	{ Tls. 3 for 1912
S'hai & H'kew W. Co., Ltd.	100	66,000	£100	all	11 1/2 May	103 Jan.	100	100	{ Interim of Tls 3 for 1913
Lands, Hotels and Buildings.									
Anglo French Lands	194	25,000	£100	£100	125 Aug.	112 Mar.	123	120	{ Tls. 6 29.2.10
H'kong Hotel Co., Ltd. (Old)	123	12,000	\$50	25	125 Aug.	112 Mar.	123	120	{ \$7 on old shares, \$3.50 on new shares for year ending 31/12/13
H'kong Land Investment Co.	112	60,000	\$100	all	118 July	101 Jan.	112	112	{ \$34 for year ending 31/12/13
H'phreys Estate & F. Co., Ltd.	83 1/2	150,000	\$10	all	9 1/2 Sept.	8 Feb.	84 1/2	8 1/2	{ 50 cents for 1913
K'loon Land & Building Co., Ltd.	84 1/2	60,000	\$50	34	46 Aug.	33 Feb.	44	44	{ \$2.80 for 1913
Shanghai Lands	190	78,000	£50	all	—	—	—	—	{ Interim of 5 p.c. for year end'g 30/6/13
West Point Building Co., Ltd.	66	15,000	\$50	all	74 1/2 June	54 1/2 Jan.	66	66	{ \$2.25 for half year ending 31/12/13
Manila M'pole Hotel	8	15,000	£10	all	—	—	—	—	{ 15 per cent. for 1910
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	132	20,000	£50	all	143 1/2 Nov.	120 July	124	132	{ Tls. 15 for year ending 31/10/13
Hongkong Cotton Co.	8	125,000	\$10	all	10 1/2 April	7 1/2 Dec.	8 1/2	8	{ 50 cents 31/7/08
Kung Yik	12 1/2	75,000	£10	all	15 1/2 Jan.	12 1/2 July	13	12 1/2	{ Tls. 1 for year ending 31/11/13
Laon Kung Mow	96	8,000	£100	all	112 Jan.	93 Sept.	98	96	{ Tls. 12 for 1913
Shanghai Cottons	127	60,000	£50	all	138 Mar.	104 Sept.	129	127	{ Tls. 10 for year ending 30/6/13
Miscellaneous.									
China Borneo Company, Ltd.	11	60,000	\$12	all	1 1/2 May	9 April	11	11	{ 85 cents for 1912
China Light & Power Co., Ltd.	84 1/2	50,000	\$5	all	5 Nov.	2.80 Jan.	4 1/2	4 1/2	{ 6% for year ending 28.2.06
Do. (Spec. shares)	830	200,000	\$0	all	9 1/2 Feb.	8 1/2 May	8.30	8.30	{ 70 cts. for 1913
China Prov. L. & M. Co., Ltd.	30	40,000	\$7 1/2	6	29 Oct.	2 1/2 Jan.	30	30	{ \$1.30 for year end'g 31/7/13
Dairy Farm Company, Ltd.	6 1/2	400,000	\$10	all	7.80 Nov.	4.10 Jan.	6 1/2	6 1/2	{ 40 cts. for 1911
Green Island Cement Co., Ltd.	6 1/2	90,000	\$10	all	49 Dec.	26 Jan.	44	43	{ \$1.80 per share for 1912
Hongkong Electric Co., Ltd.	185	5,000	\$25	all	200 Jan.	15 Oct.	185	185	{ \$2 interim for 1913
Hongkong Ice Company, Ltd.	22 1/2	61,000	\$10	all	25 1/2 July	19 Jan.	22 1/2	22 1/2	{ Interim div. of 1 1/2 p. per share for 1913
Hongkong Rope Mfg. Co., Ltd.	8 1/2	325,000	£5	all	9 1/2 Sept.	4 1/2 Jan.	8 1/2	8 1/2	{ Interim of T. 1 making T. 2 a/c 1913
Hongkong Tramway Co., Ltd.	52	250,000	£10	all	75 Jan.	19 Sept.	62	52	{ 80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30/4/13
Langkats	10	25,000	\$10	all	11 1/2 April	9 Sept.	10	10	{ None
Peak Tramway Co., Ltd. (Old)	93 cts.	50,000	\$10	1	1.00 Jan.	90 cts. June	93 cts.	93 cts.	{ \$1.50 for 1910.
Do. (New)	5	75,000	\$10	all	—	—	5	5	{ None
Philippines	8	13,200	\$50	all	—	—	20	20	{ None
H. Price & Co., Ltd.	86	18,000	£10	all	—	—	135	135	{ No dividend this year.
Societes Pulpes et Papiereries du Tonkin	135	20,000	\$5	all	5.00 May	3.50 Oct.	4 1/2	4 1/2	{ 50 cts. for year ending 31/5/13
Shanghai Sunarats	44 1/2	50,000	\$10	all	18 1/2 May	13 1/2 Feb.	20	20	{ \$1.25 per share for year ending 31/12/13
Steam Laundry Co., Ltd.	20	90,000	\$10	all	8 1/2 May	6 1/2 Jan.	7 1/2	7 1/2	{ 60 cts. for year 1912
Union Water-boat Co., Ltd.	8 1/2	15,000	\$7	all	11 July	9 Jan.	9 1/2	9 1/2	{ 50 cts. for year ending 30/6/13
A. S. Watson & Co., Ltd.	89 1/2	6,000	\$25	all	—	—	21	21	{ None
William Powell, Limited.	32 1/2	—	—	—	—	—	—	—	
S. C. Morning Post	32 1/2	—	—	—	—	—	—	—	

WRIGHT & HORNBY.

Share and General Brokers.

6, Des Voeux Road Central Tel. address, Rectitud

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs Wright and Hornby, in their weekly share report, dated March 7, state:—
 A large business has been done during the week, Langkats receiving most attention. After closing at Tls. 42 cash last week the market opened at Tls. 53 cash on the publication of the output for the month of February which was 10,128 tons, being an increase of 3,990 tons over January.
 Bar Silver is 26 7/8 per oz. for ready and 26 13/16 per oz. for forward delivery, market firm.
 Exchange on London opened to-day at 1/11 1/8 T.T.
 Para Rubber is quoted from London at 3/- per lb. and the market for shares steady.
 Banks:—Hongkong and Shanghai Banks have remained firm at \$815 at which rate there have been sales and they close steady at the figure mentioned. London quotes \$81.
 Marine Insurances:—Unions have remained unchanged during the week, and sales have taken place at \$845. Cantons have buyers at \$823. North China are wanted at Tls 139 and Yangtze at \$200 ex 73.
 Fire Insurances:—China Fire have sellers at \$157 1/2. A dividend of \$7 per share and \$3. bonus has just been declared by this company. Hongkong Fire are quoted at \$395, dividend of \$27 per share has been declared subject to audit.
 Shipping:—Hongkong, Canton and Macao Steamships are proffer at \$28 3/4 at which rate some business has been done.
 Douglas have buyers at \$35. Star Ferries have been placed at \$49 and close firm. Indo-China have declined further since our last report and have sellers at \$73. Shell Transports have changed hands at 10 1/2 and are offering from London at 10 3/8.
 Docks, Wharves & Godowns:—Hongkong & Whampoa Docks strengthened during the week but close with sellers at \$15.
 Kowloon Wharves have been booked at various rates from \$84 cum div. to \$84 ex the dividend of \$3 1-2, closing firm with buyers at the latter rate.
 Shanghai Docks have weakened during the week under review and close with buyers at Tls. 55. Hongkong Wharves are quoted at Tls. 100.
 Lands, Hotels and Buildings:—Hongkong Lands are quiet and have sellers at \$112. Humphreys estates have not altered and can be obtained at \$8 1/2. Kowloon Lands have buyers at \$4 but no sales are forthcoming. West Points are easier at \$66. Hongkong Hotels are wanted at \$123. Shanghai Lands have declined to Tls. 90 nominal.
 Refineries:—Sales of China Sugars have taken place. Luzons are quoted \$31 sellers.
 Mining:—Trenches have buyers at 35/6. Rubis remain steady at \$3 buyers. Langkats have continued to occupy most attention and a large business has been done at various rates from Tls. 52 to Tls. 62 cash and equivalent rates forward, the market closing firm at Tls. 64 buyers. Kailan remain steady at 40.

Cotton Mills:—Hongkong Cottons have been placed at \$8 and close steady at the figure. Ewos are quoted at Tls. 132. Shanghai Cottons have sellers at Tls. 127. Laon Kung Mow at Tls. 96 and sales of Kung Yik have taken place at Tls. 12 1/2 and Tls. 12 1/2.
 Miscellaneous:—China Borneo have buyers at \$11. Daily Forms at \$30. Peak Trams (old) at \$10. Cantons at \$1. A. S. Watson at \$7 1/2 and Low Level Trams at \$1. There are sellers of Electric at \$43. Loo at \$185. Ropes at \$23. Union Water-boat at \$185 and China Light and Powers at \$4 1/2.
 Quotations received from London by cable to-day, Banks \$31 1/2. Middle price Tronobis 35/8. Middle price Indos \$7 10/1. Middle price Trams 8/-. Middle price Shells 102. Middle price United Fardanga 10/3 Middle Price.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
 (Capital Paid up...\$1,250,000.)
 Loans on Mortgage of House Property, &c.
 Goods received on Storage.
 Advances made on Merchandise.
 Loans made on the Provident System.
 (Rates and Particulars on application).
 The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed, SHEWAN, TOMES & CO. General Managers.
 Hongkong, 19th March, 1908

PEARL TRAMWAY CO. LIMITED.

LIMITED.

FILE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. EVERY 15 MIN.

8.00 A.M. to 9.00 A.M. EVERY 15 MIN.

9.00 A.M. to 10.00 A.M. EVERY 15 MIN.

10.00 A.M. to 11.00 A.M. EVERY 15 MIN.

11.00 A.M. to 12.00 P.M. EVERY 15 MIN.

12.00 P.M. to 1.00 P.M. EVERY 15 MIN.

1.00 P.M. to 2.00 P.M. EVERY 15 MIN.

2.00 P.M. to 3.00 P.M. EVERY 15 MIN.

3.00 P.M. to 4.00 P.M. EVERY 15 MIN.

4.00 P.M. to 5.00 P.M. EVERY 15 MIN.

5.00 P.M. to 6.00 P.M. EVERY 15 MIN.

6.00 P.M. to 7.00 P.M. EVERY 15 MIN.

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1.00 P.M. to 2.00 P.M. EVERY 15 MIN.

EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including—
 Books and Stationery.
 Boots, Shoes and Leather.
 Chemicals and Druggists' Sundries.
 China Earthenware and Glassware.
 Cycles, Motor Cars and Accessories.
 Drapery Millinery and Piece Goods.
 Fancy Goods and Perfumery.
 Hardware, Machinery, and Metals.
 Jewellery, Plate and Watches.
 Photographic and Optical Goods.
 Provisions and Oils and Stores, etc., etc.
 Commission 2 1/2% to 5%.
 Trade Discounts allowed.
 Special Quotations on Demand.
 Samples Cases from £10 upwards.
 Consignments of Produce sold on Account.
 WILLIAM WILSON & SONS
 (Established 1814).
 25, ABchurch Lane, LONDON, E.C.
 Cable Address: "Annulire, London"

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.
 Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

LIGHT INFANTRY OFFICER.

Falsely Accused Of Fraud.

At Westminster Police Court last month the charge of fraudulently obtaining a gold cigarette case from the Army and Navy Stores, made against Lieutenant Gerald Atkinson, of the Somerset Light Infantry, on February 2 was unreservedly withdrawn before Mr. Francis, an extraordinary mistake as to identity being admitted.

The story which led to the arrest was that on January 29 a well-dressed man went to the stores and selected a gold cigarette case of the value of 10 guineas. He asked that the article might be sent to his address in Warwick-street, S. W. Here the porter was seen by a man, who gave him a worthless cheque.

Mr. Hutchinson now stated that the fullest inquiries had been made, and the result showed that a mistake had been made. This was an extraordinary case, because the man who sold the cigarette case went with the police officer holding the warrant, and by chance saw Mr. Atkinson, and identified him. At the police-station, another employee of the stores attended and also identified Mr. Atkinson out of several persons, who were put up. But there was not the slightest suggestion now that Mr. Atkinson was the man wanted. It was beyond question that Mr. Atkinson was not in London at the time. For the mistake an unreserved, sincere, and profound apology was offered.

Mr. Conway, on behalf of Mr. Atkinson, said the apology was accepted in the same spirit in which it was made. Witnesses were in Court to testify to the lieutenant's movements if necessary.

Mr. Francis did not think it was necessary to hear anything further. It was one of those unfortunate mistakes which had occurred, and would happen again. With the greatest pleasure he discharged Mr. Atkinson, who left the Court without the slightest stain on his character. Nothing had been heard or said in any way to interfere with his honourable career.

Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LTD. NOTICE.

FROM this date or until further notice during my temporary absence from the Colony, Mr. C.H.P. HAY will act as Secretary of the Society.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 2nd March, 1914.

CHINA TRADERS' INSURANCE CO., LTD. NOTICE.

FROM this date or until further notice during my temporary absence from the Colony, Mr. C.H.P. HAY will act as Secretary of the Company.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 2nd March, 1914.

Public Companies.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIFTH MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3 Queen's Road Central, Victoria, on THURSDAY, the 19th March, 1914, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from 6th March to 19th March, both days inclusive.

By Order of the Board of Directors,
C. PEMBERTON
Secretary.
Hongkong, 26th February, 1914.

HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE Forty fifth Ordinary Meeting of shareholders will be held at the Offices of the undersigned at 12.30 p.m. on THURSDAY, the 19th instant.

The Transfer Books of the Company will be CLOSED from the 5th to the 18th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong, Fire Insurance Co., Ltd.
Hongkong, 2nd Mar., 1914. [1134]

Notices

HONGKONG GYMKHANA CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held at 5.15 p.m. on WEDNESDAY, the 11th March, 1914 at the Rooms of The Hongkong Jockey Club, to pass the Accounts for the Season 1913, and elect the Committee and Officers for the coming Season.

REGINALD F. C. MASTER,
Hon. Secretary & Treasurer.
Hongkong, 2nd March, 1914.

NOTICE.

THE interest and responsibility of Mr. Frank Barrington Deacon on our firm ceased on the 3rd April, 1913.

DEACON, LOOKER, DEACON & HARTON.
Hongkong, 25th Feb., 1914.

NOTICE.

MR. WILLIAM HUTTON POTTS retired by mutual consent from the firm on the 31st December, 1913.

We have this day admitted Mr. Edward John Chapman into partnership.

LINSTEAD & DAVIS.
Hongkong, 2nd March, 1914.

SILIMPON COAL BUNKERS

can be supplied cheap Reats. at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

POST OFFICE.

The Kumano Maru with the American mail ex Manchuria is due to arrive here on Monday the 9th inst.

MAILS VIA SIBERIA.

Left London Feb. 14 Due Shanghai Mar. 2.

MAILS DUE.

American, Kumano Maru, 9th inst.

MAILS CLOSE TO-DAY.

Jessellton, Kudat and Sandakan—Per BORNEO, 7th inst., 5 p.m.

Siberian Mail.
Shanghai, North China, and Tientsin, (Europe via Siberia)—Per CHENAN 7th Mar., 5 p.m.
Swatow, Tientsin, Wei-Hai-Wei and Tientsin—Per CHEONGSHING, 7th inst., 5 p.m.
Japan via Yokohama—Per YATSHING, 7th inst., 5 p.m.

TO-MORROW.

Swatow—Per HAIMUN, 8th inst., 9 a.m.
Swatow—Per PAKLAT, 8th inst., 9 a.m.
Swatow, Amoy & Fuzhou via Taiwan—Per DAIGI MARU, 8th inst., 9 a.m.
Haiphong, Ho-hai, Pakhoi and Saigon—Per MATHILDE, 8th inst., 9 a.m.

MONDAY, 9th Mar.

Swatow, Chefoo and Tientsin—Per HUI-CHOW, 9th inst., 2 p.m.
Saigon—Per KUNAJIRI MARU, 9th inst., 2 p.m.

TUESDAY, 10th Mar.

Straits via Ceylon—Per LUZON MARU, 10th inst., 9 a.m.
Swatow, Amoy and Fuzhou—Per HAI-YANG, 10th Mar., 10 a.m.
Shanghai North China Japan via Moji Victoria B.C. Seattle, Wash.—Per SADO MARU, 10th inst., 10 a.m.

American and Canadian Mails.
Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to noon. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in Hongkong for the first clearance will be included in this contract mail.—Per NERA, 10th Mar., 11 a.m.
Straits & India via Calcutta—Per LAISANG, 10th inst., 1 p.m.
Japan via Kobe—Per KASHIMA MARU, 10th inst., 1 p.m.
Shanghai, and North China—Per LIANGCHOW, 10th inst., 3 p.m.
Shanghai & North China—Per KWONG-SANG, 10th inst., 5 p.m.
Shanghai & North China—Per WOSANG, 10th inst., 5 p.m.

WEDNESDAY, 11th Mar.

Straits & Ceylon—Per HIRANO MARU, 11th inst., 9 a.m.
Haiphong & Pakhoi—Per SUNGLANG, 11th inst., 9 a.m.
Japan via Nagasaki—Per TANGO MARU, 11th inst., 10 a.m.
Swatow—Per HAIMUN, 11th inst., 10 a.m.
Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per KUMANO MARU, 11th inst., 11 a.m.
Philippine Is.—Per TAMING, 11th inst., 1 p.m.

THURSDAY, 12th Mar.

Japan via Moji—Per BANRI MARU, 12th inst., 10 a.m.
Shanghai and North China—Per LUCHOW, 12th inst., 3 p.m.

FRIDAY 13th Mar.

Swatow, Amoy and Fuzhou—Per HAI-CHING, 13th inst., 10 a.m.
Philippine Is.—Per RUBI, 13th inst., 3 p.m.

SATURDAY, 14th Mar.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon. Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—The Parcel mail will be closed on Friday the 13th inst., 5 p.m.—Per INDIA, 14th inst., 11 a.m.
Philippine Islands—Per LOONGSANG, 14th inst., 1 a.m.

Siberian Mail.
Shanghai, North China and Tientsin (Europe via Siberia)—Per YINGCHOW, 14th inst., 5 p.m.
(To make connection with the Tientsin train leaving Shanghai on Thursday the 19th inst.)

TUESDAY, 17th Mar.

Shanghai & North China—Per SHAO-HSING, 17th inst., 1 p.m.
Philippine Islands—Per TEAN, 17th inst., 3 p.m.

WEDNESDAY, 18th Mar.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per KLEST, 18th inst., 9 a.m.

THURSDAY, 19th Mar.

Shanghai & North China—Per ANHUI, 19th inst., 3 p.m.

FRIDAY, 20th Mar.

Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin, Thursday 19—Per ALBANS, 20th inst., 9 a.m.

SATURDAY, 21st Mar.

Philippine Islands, Angkor, Yap, Fred, Wilhelmshafen, Rabau, Herberstahne, Matupi, Australia, Tasmania, New Zealand via Brisbane—Per COBLENZ, 21st Mar., 9 a.m.

SHIPPING NEWS.

ARRIVED.

China, American, ss. 3188, H. Thompson, 6th inst.—San Francisco, 3rd Feb., Gen.—P. M. Co.

Haldes, Norw. ss. 1,065, J. Jorgensen, 6th inst.—Java, 28th ult., Sugar—J. C. J. L.

Kwongsang, Br. ss. 1,428, W. F. Diebold, 5th inst.—Swatow 4th inst. Gen.—J. M. and Co.

Liarychow, Br. ss. 1,350, 6th inst.—Shanghai, 3rd inst., Gen.—B. & S.

Litcum, Am. ss. 1,200, W. Barry, 6th inst.—Manila, Gen.—Order.

Taming, Br. ss. 1,356, G. H. Fenefather, 6th inst.—Manila, Sugar & Gen.—B. and S.

Rajabini, Ger. ss. 1,189, C. Wolff, 7th inst.—Bangkok, 28th ult., Rice—B. & S.

Yatsing, Br. ss. 1,428, R. Y. Anderson, 5th inst.—Singapore, 27th ult. Gen.—J. M. and Co.

DEPARTED.

March 7:

Zafiro for Hoito
Loksang for Foochow
Duners for Yokohama
Africa for Shanghai
Anhui for Shanghai
Chihua for Manila
P. E. Friedrich for Yokohama
Kunchow for Saigon
Kwong Sang for Canton
Khiva for Yokohama
Kair for Odessa
Anglie for Singapore
Sui Sang for Calcutta
Wa Sun for Macao
Haitan for Foochow
Ceylon Maru for Calcutta
Thede Fazzlund for San Francisco
Chiyun for Shanghai
Kwong Hung for Wuchow

PASSENGERS ARRIVED.

Per s.s. 'Rajabini' from Bangkok on the 7th inst.—Foster.

Per s.s. China from San Francisco on the 6th inst.—Dr. M. S. Ayers, Mrs. M. S. Ayers, R. O. Baldwin, Miss O. E. Brochmiller, B. A. Boning, F. W. Bashore, W. Crowle, J. P. Comins, Mrs. J. T. Comins, Miss Grace Comins, H. L. Comins, Mrs. M. Comins, Miss N. Carballo, D. Danna, J. R. Davis, E. A. Dixon, Mrs. E. A. Dixon, C. M. Eavis, R. Jean Joy, P. Ferry, Mrs. P. Ferry, A. R. Gray, C. Gygar, Mrs. C. Gygar, J. Hollinger, W. G. Houston, A. J. Horwill, L. Col. H. R. Le, A. Hill, E. F. Heacock, L. Col. H. R. Le, R. J. B. Morris, W. C. Morris, W. M. Morris, Mrs. M. Morris, Miss Mary Morris, Mrs. R. A. McGrath, R. B. Mitchell, Mrs. C. Noracha, E. O. Marshall, J. H. Milliken, Mrs. A. Pond, H. Rosenthal, E. von den Hoff, Mrs. L. von den Hoff, Mrs. H. Vonderost.

SHIPS PASSED THE CANAL.

London, 27th Feb.

Arrivals from China:—Lumber, Lutzow Goldenfels.

The following vessels have passed the Canal:—Alcinous, Indrawadi, Kafue, Monclous, Mishima Maru, Miyasaka Maru, Ningchow, Prim, Prinz Ludwig, Sitta, Atlansigge, Arabien, Tokushima Maru.

London, 3rd March.

Arrivals from China:—C. Ferd Laeisz, Titau, Emden.

The following vessels have passed the Canal:—Cordillera, Den of Ruthven, Rheuss, Nan Pin.

London, 6th March.

Arrivals from China:—Miyasaka Maru, Ningchow, Prinz Ludwig.

The following vessels have passed the Canal:—Beneloch, Koerber, Namur, Telemachus, Brodvald Guernsey.

Oysters, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 6th at 11.45.—The depression to the north of the Yangtze Valley has deepened considerably. It is now central near Wei Hai Wei, and is the dominant feature of the map.

The depression over Tongking appears to be filling up.

Moderate south winds are indicated over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood.	S.W. winds, fresh to moderate; squally, locally, some rain.
2 Formosa Channel.	S.W. gale, moderating.
3 South coast of China between H.K. and Lamooka.	The same as No. 1.
5 South coast of China between H.K. and Hainan.	W. wind, moderate.

China Coast Meteorological Register.
6th March, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Weather.
Wootock	7a	30.02	22	50	nne	7 o
Nemuro	6a	30.05	nne	1		
Hakodate		30.09	n	1		
Yokohama		30.10				
Kobe		30.05			sw	1
Nagasaki		29.80			s	10
Kashima		29.84			asw	4
Oshima		29.91			s	4
Naha		29.84			asw	2
Ishijima		29.84			s	3
Beaumont		30.22			se	1
Chaocho						
Wahaiwei		29.09	94	91	sw	5 or 4
Hankow						
Shanghai		29.85	51		asw	5 or 4
Shanghai		29.84	57		s	3 or 4
Sharp	7a	29.83	69		s	5 o
Amoy	6a	29.68	59	90	s	5 o
Swatow	5a	29.75	71	85	s	5 o
Taihou	5a	29.77			se	2
Taiwan		29.81			e	6
Beaumont		29.84			s	2
P'aoan		29.73			s	3
Canton	6a	29.65	72	90	se	2 o
H'kong	6a	29.71	73	83	sw	4 o
Gap Rock		29.70			sw	4 o
Macao		29.69	72		sw	4 o
Wuchow	9a	29.71	69		sw	4 o
Shanghai		29.85	72		sw	3 o
Shanghai		29.85	81		o	2 o
St. John		29.88	75		e	2 o
Amoy		29.87	75		s	2 b
Manila		29.68	79		ese	1 o
Beaumont		29.81	75		s	0
H'kong	9a	29.81	82		se	1 b
Beaumont		29.84	82		e	1 o
Labuan		29.89	83			

T. F. Claxton, Director.

Hongkong, Observatory, Mar. 6th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, o clear, c cloudy, h hail, l lightning, o overcast, p passing shower, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On date	On date
at p.m.	at p.m.	at p.m.	at p.m.
Barometer	29.79	29.71	29.72
Temperature	77	73	75
Humidity	72	83	88
Wind Direction	SSW	SW	W
Force	3	5	3
Weather	o	o	o
Wettest open air temperature on the 6th	82		
Lowest	72		

H.K. Observatory, 6th Mar.

T. F. CLAXTON, Director.

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON, via U-ual Ports of Call	India Capt. C. C. Talbot R.N.R.	noon 14th Mar.	Freight & Passage
LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles	Nile Capt. H. Powell	about 18th Mar.	Freight & Passage
SHANGHAI	Devanha Capt. W. R. Hickey	about 12th Mar.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKO-HAMA	Nubla Capt. F. J. Fox	about 21st Mar.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to

P. & O. S. N. Co.'s office, Hongkong, 7th Mar. 1914

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers.	To sail on
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, A'WERP & BREMEN.	Kleist Capt. L. Maass	WEDNES, 18th Mar. 10 a.m.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	Yorck Capt. F. Loesser	About THURS, 19th Mar.
M'LA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	Coblentz Capt. H. Schmitt	SATUR, 21st Mar. 9 a.m.
KOBE	Prinz Sigismund Capt. A. Hurlitz	About TUESDAY, 23rd Mar. 31st Mar. 9 a.m.
JESSELLTON, KUDAT & SANDAKAN	Borneo Capt. J. Koebler	SUNDAY, 8th Mar. 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

NEXT SAILING FROM HONGKONG. OUTWARD.

About	About
Cernis.....16th Mar.	Helgoland.....27th April
Signarigen.....30th Mar.	Borkum.....11th May
Norderney.....13th April.	

HOMEWARD.

For Marseilles, Rotterdam and Bremen/Hamburg: Mark about 10th of Mar.	For Havre, Emden & Hamburg: Bremen: Cernis about 5th of May.
For Havre, Emden and Hamburg/Bremen: Goettingen about 28th of Mar.	For Marseilles, Rotterdam and Bremen/Hamburg: Signarigen about 16th of May.
For Marseilles, Rotterdam and Bremen/Hamburg: Tuebingen about 18th of Apr.	For Havre, Emden and Hamburg/Bremen: Norderney about 1st of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 6th Mar., 1914.